WEDNESDAY 8 October 2025 No 1816 £3.50

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CLASSIC CAR WEEKLY
BUYING ■ SELLING ■ NEWS

JAGUAR
XJ6

£9000. 1995, 61,400 miles, RHD. Manual, 3.2 Executive, stunning, built for senior Jaguar Design Engineer, full Sovereign spec, total ceramic pro respray 2021, FSH,

ROVER
P4

£10,000. 1949, 35,814 miles, RHD. Manual, Cyclops, incredibly it's been in the same family for the last 75 years, believed to be the fourth oldest still running, new interior,

SUNBEAM
ALPINE

£8000. 1964, 22,630 miles, RHD. Manual, Series 4 GT, genuine mileage, 12 months MoT, full supporting history file. New high torque starter, dynamo, wiper

CARS FOR SALE

CITROËN C6

HOW TO BUY THIS GALLIC GLIDER WITHOUT GETTING CAUGHT OUT

PM BACKS BID TO TRAIN UP RESTORERS

Sir Keir Starmer vows to help apprentices vital for classic firms – but is it too little, too late?

Classic car industry experts keen to train the next generation of restorers have given the Prime Minister's vow to support apprentices a cautious welcome.

Sir Keir Starmer, speaking at the Labour Party's annual party conference in Liverpool, vowed to drop an aim to see 50 per cent of school leavers going to university in favour of more young people taking up apprenticeships.

However, experts tackling the UK's ongoing shortage of resto talent say more needs to be done.

FUZZ TOWNSHEND ON WHY SKILLS MATTER P3

TAX-EXEMPT FUN UNDER £5000

Our top tips on bagging a classic for less than you might think

FORD CAPRI £22,995 ROVER 75 £2995 JAGUAR 240 £14,995 BMW 328I £9995

CARS FOR SALE DRIVEN

www.classiccarweekly.co.uk
CLASSIC CAR WEEKLY BUYING ■ SELLING ■ NEWS

HOT BMW HAUL FOR SALE

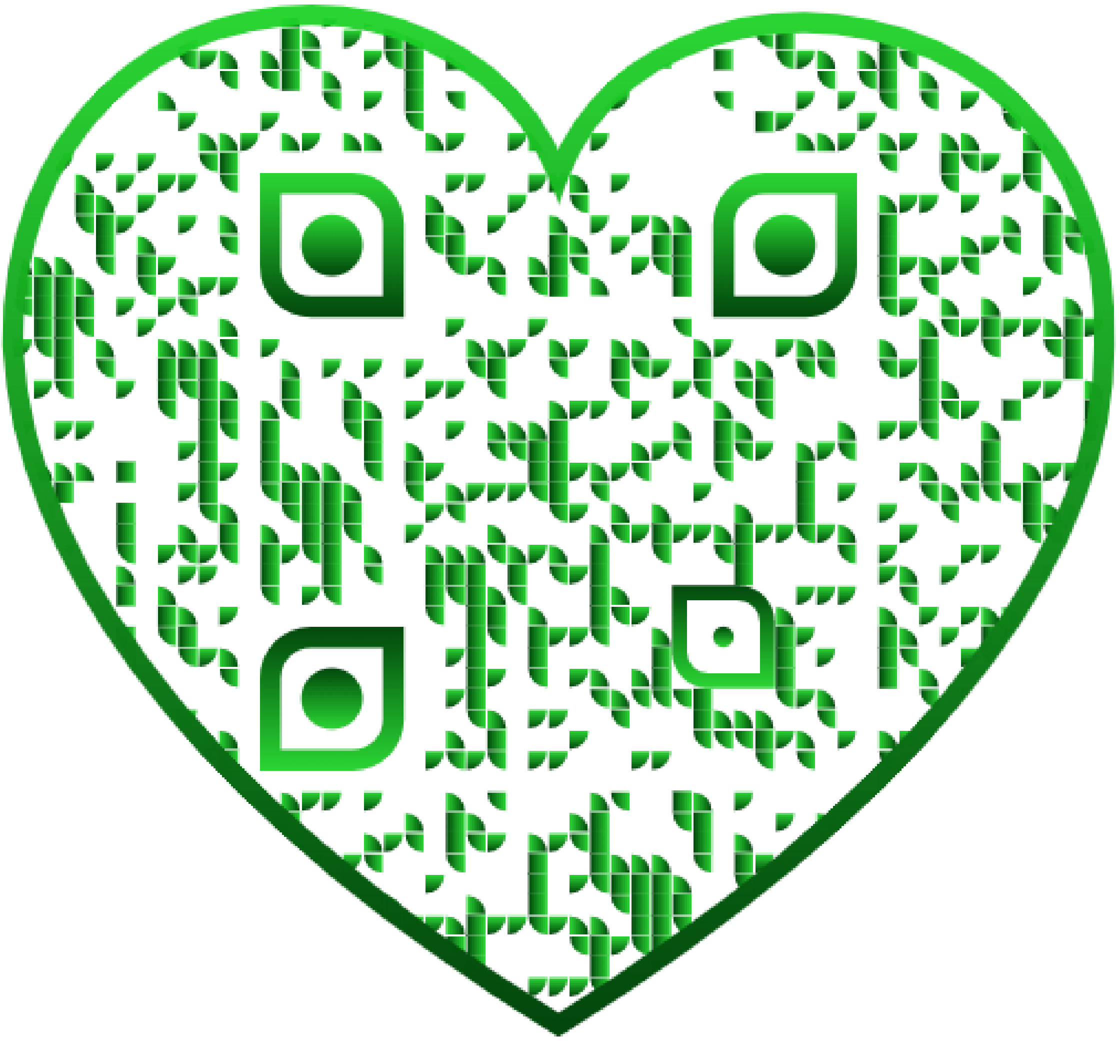
STORY BEHIND DREAM STASH

CLASSIC MARATHON IN PICS

1600-MILE RUN'S UNLIKELY WINNER

HUGE TRANSIT BASH!

CLASSICS BREAK WORLD RECORD



Oct
8
2025

THIS WEEK

Right now in the classic car world

A WELCOME STEP TO BACK NEW TALENT

Plenty of specialists have told me that they've been calling on the government to offer up more support for apprenticeships for years – in

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Ex-works Cooper has been driven by Jackie Stewart, Timo Mäkinen, Rauno Aaltonen and Paddy Hopkirk.

FOR SALE

Own a BMC-works Mini

Broad Arrow's private sales department is offering a 1963 Mini Cooper S with an illustrious rallying history .

Advertised for £260,000, chassis K/A2S4/384848 finished second in class and fourth overall at the 1963 RAC Rally of Great Britain, driven by Paddy Hopkirk and Henry Liddon. The car was also a support vehicle for BMC's first Monte Carlo Rally victory in 1964, supporting the team's overall win.

A Broad Arrow spokesperson told *CCW*: 'This well-documented Morris Mini Cooper S Rally is offered now with a respectable competition history, an all-star cast list of racing drivers who have been behind the wheel, and a recent exhaustive restoration. Clad in the red-and-white livery from the 1963 RAC Rally, it's a well-preserved example of BMC's rally triumphs.' **Chris Frear**

broadarrowprivatesales.com

AUCTIONS

'Time-capsule' Sierra

A Ford Sierra that's showing just 2487 miles from new is going under the hammer later this month. With one owner from new the 1990 Sapphire GLS was parked in 1997 and has sat untouched in a garage for the 28 years since. South Western Vehicle Auctions has given it a £3000-5000 estimate ahead of its 30 October sale.

SWVA's Owen Shepherd says: 'Every so often, a car appears that boggles my mind and this Sierra is one of those finds. It was bought new from Hendy Ford in Bournemouth by its one and only owner. It's incredibly rare to see a car in such pure, original condition — it's as if it's driven straight out of a 1990 Ford showroom. From the crisp upholstery to the unmarked paintwork, it's a genuine time capsule.

'For enthusiasts who remember these cars as part of everyday life, this example is a remarkable reminder of just how special ordinary cars can become when preserved like this.'

swva.co.uk

Offered at no reserve, this Ford Sierra Sapphire GLS has been parked for 28 years.

EVENTS

Spring 2024's Pride of Ownership winner Colin Fidler's 1956 Austin A35.

NEC SHOW'S STARS REVEALED

Your chance to pick the best car at November's Classic Motor Show

The Top Five finalists in the Lancaster Insurance Pride of Ownership 'Best of the Best' competition have now been decided, and the final round of voting to pick the winner opens on 8 October.

Voting will close on 7 November when the Lancaster Insurance Classic Motor Show at Birmingham's NEC opens and the overall winner will be announced.

The public can now decide if Simon McNamara's 1983 VW Golf GTi MkI (who won in autumn 2017), James Cribb's 1989 Austin Metro City (autumn 2016), Paul Clappison's 1972 MGB GT (spring 2018), Ted Brookes' 1961 Morris Minor Million (autumn 2019) or Colin Fidler's 1956 Austin A35 (spring 2024) is most deserving as the 'Best of the Best'.

Yvonne Gosney from Lancaster Insurance said: 'The Pride of Ownership display has been a real highlight for enthusiasts over the last decade and continues to be so. What better way to celebrate the passion and heart-warming stories we've seen in that time by showcasing the 'Best of the Best' on our stand, voted by the community. We can't wait to see who is crowned the winner next month.'

The five remaining cars were whittled down from a list of 14 by members of the public to mark the tenth anniversary of the Lancaster Insurance Pride of Ownership competition.

The trophy and prize bundle will be handed over to the winner on the show's opening morning, with all five cars on the Lancaster Insurance stand at the entrance to Hall 1.

necclassicmotorshow.com

> **'A real highlight for enthusiasts'**
>
> **YVONNE GOSNEY, LANCASTER INSURANCE**

GOT A NEWS STORY?

Call the CCW newsdesk 01733 468485

fact, one actually referred to a 'hostile political environment' on the issue, so it's clear more needs to be done. It's crucial for our industry that more is done to support the next generation of classic experts because jobs on the cars we love will either become much more expensive – or unfeasible – without them. This is a step in the right direction, though.

DAVID SIMISTER EDITOR

This Week: How to make a splash in an unusual classic Land Rover

This Week: How classic Transits helped break a world record

This Week: Classics take on 1600-mile driving challenge

SPECIAL REPORT

BIGGER PUSH FOR APPRENTICESHIPS

THE COVER STORY

In a change welcomed by the classic car sector, the UK government is moving from university targets to boosting more apprenticeships

Classic experts keen to nurture the next generation of restorers have given the Prime Minister's vow to support apprentices a cautious welcome.

Speaking at the Labour Party conference in Liverpool (30 September), Sir Keir Starmer said former Labour Prime Minister Tony Blair's ambition (stated in 1999) to 'get 50% of kids to uni' was no longer 'right for our times'. The current Labour-led government will now pursue a new target for young people going on to university, further education, or a 'gold-standard apprenticeship' by the age of 25.

Historic & Classic Vehicles Alliance (HCVA) CEO Dale Keller, says: 'We support the government's objective to rebalance the education system with the skills needs of industry as a necessary policy initiative. HCVA members report that filling entry-level engineering and craft roles is one of their key concerns and there has been a shrinking pool of suitable candidates leaving the education system. Fostering an interest and early passion in dextrous activities, craft skills and engineering, and promoting an awareness of the careers available, needs to start at school age or younger.

'The HCVA is committed to the next-generation skilled workforce who will be essential to a bright future for the UK's world-leading historic and classic vehicles sector and wider industrial economy.'

Steve Cootes, General Manager of StarterMotor, added: 'StarterMotor welcomes the government's renewed focus on apprenticeships and vocational training. Through our engagement with schools and colleges we're hearing and seeing more students wanting to pursue an alternative to A-Levels. We believe that Further Education colleges should continue to adapt Level 1, 2 and 3 course content so that it better reflects the real-world skills employers require, not least in the classic and historic vehicle sector. The automotive industry is evolving rapidly, and aligning education with these shifting demands is essential. The prize is twofold: creating sustainable career opportunities for young people and protecting critical skills that underpin one of Britain's most innovative and culturally significant industries.'

And the Association of Heritage Engineers also argued that more could be done. Founder and managing director Dominic Taylor-Lane said: 'It's a welcome change in the usual rhetoric but having operated a business and having had both of my children go through apprenticeship programmes, the devil will not only be in the detail but the reality. The issue within the historical sector is one of specialism. Current and past governments like simple solutions, which usually mean generic courses rather than specialist offerings – more often than not they are provided by independent specialist educators working to the government's standards framework.

The independent educational providers have not seen a rise in course funding provision since 2017 while tens of millions of pounds have been spent on various state higher/further education projects which, to my understanding, have not remotely delivered what was promised of them.

'Unless as a society we can embrace a genuinely sustainable repair culture, creating worthwhile jobs and career paths, I think we are going to struggle to retain those coming into our industry. All support is welcome though of course – let's wait and see what happens.'

James Peene

> **'The prize is twofold: creating sustainable career opportunities for young people and protecting critical skills'**
>
> **STEVE COOTES, STARTERMOTOR**

Giving apprentices more support now will help secure the talent needed to mend and restore classics in the future.

'THERE NEED TO BE BETTER OPPORTUNITIES FOR PEOPLE'

'We currently don't know what is meant by the gold-standard apprenticeship. Many years ago with the industry training board and also City and Guilds, there was some sort of measure of what apprenticeships were.

'What everyone needs to understand is that apprenticeships are not just two or three-year things where the first part is a college course, it's a bigger and more involved committment and the learning phase carries on for much longer.

'Apprenticeships need to set people into a working environment and enable them to be productive after probably four to five years and then be able to earn a living from it so they're able to keep doing it. It's great that people are focusing on this because I don't think the world of academia works well for a lot of people and there needs to be better opportunities for them because they're the ones that end up fiddling with classic vehicles.'

FUZZ TOWNSHEND
CCW'S MASTER MECHANIC

IN BRIEF

Own Lauda's Ferrari

At its Munich sale on 18 October, RM Sotheby's will offer 25-time GP winner Niki Lauda's 1973 Ferrari 365 GT4 2+2, estimated at £155-190k. Lauda's four seasons at Ferrari were his most successful and upon joining the team in 1974, he was given this car by the Maranello factory. Lauda later took it to Austria before selling it in 1975.

rmsothebys.com

NEVER MISS AN ISSUE

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BUYING SELLING NEWS
TOP 10 VALUE-FOR-MONEY CLASSICS
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ULEZ FORCES MORE SHOWS TO CANCEL
CITROËN CX DRIVEN
FOR SALE 46-MILE-FROM-NEW '80s ROVER P2
CARS FOR SALE DRIVEN
THE STARS OF A HIT NEW YEAR
DAYS OUT... AT THE AIRPORT!
STORY BEHIND A RALLY ICON

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classiccarweekly.co.uk

IN BRIEF

WRC icon for sale

A piece of World Rally Championship history will cross the block at Iconic Auctioneers' Iconic Sale at the NEC Classic Motor Show, when the ex-Carlos Sainz/Luis Moya and Colin McRae/Nicky Grist 2000 Ford Focus WRC is offered for auction. Estimated at £380-420k, 'V6 FMC' became part of one of McRae's most celebrated drives: Sweden in 2001.

iconicauctioneers.com

Esprit re-imagined

Fifty years to the day since the world first saw the Lotus Esprit S1, Encor announced the arrival of a remastered Lotus Esprit, the Encor Series 1. Using the original S1 as the design foundation, the remake combines a rebuilt engine and carbon-fibre body with contemporary technology. Only 50 will be built with prices starting at £430,000.

encor.design

IN BRIEF

Zoute supercar sale

Broad Arrow Auctions' catalogue of collector cars for the inaugural Zoute Concours Auction on 10 November is led by supercars from The Aleggria Collection – a single-private-owner fleet including a low-mileage 'non-cat, non-adjust' specification 1990 Ferrari F40 (£2.6-2.7m). Other automotive gems in the Belgian sale include the 1976 24 Hours of Spa-winning BMW 3.0 CSL, the ultimate track-only 911 – a 2024 Porsche 911 GT3 R rennsport – and a Group B Citroën BX 4TC.

broadarrowauctions.com

Club's charity haul

Chichester's Manhood Classic Car Club raised £3500 for the Movember Charity with a sponsored drive from the Selsey Golf Club to the Goodwood Circuit on 28 Sep. This follows the £3000 the club donated to the Selsey Academy following its annual summer show held on 16 August. UK events have so far collectively raised over £65,000 for this charity, which focuses on prostate cancer and men's mental health.

manhoodclassics.com

Reviving rally icons

Tolman Engineering has expanded its recommissioning service for road derivatives of Group B homologation specials. After recommissioning a 1200-mile Ford RS200, Tolman has now completed a Peugeot 205 T16, developing the first new parts for these models. The next car to benefit is a Renault 5 Turbo 2, which will see Tolman reproduce new parts that will help to keep more of these cars on the road.

tolmanengineering.co.uk

Schooled in classics

Pupils at Western Primary School in Winchester were treated to a special visit from The AllSorts Motor Club of Alresford on 18 Sep. The club drove a selection of classics into the playground to bring context to their learning topic, 'How have cars changed since our grandparents were children'. Pupils were able to explore cars from different eras, compare classic features with modern designs, and ask the owners questions.

allsortsmotorclub.org.uk

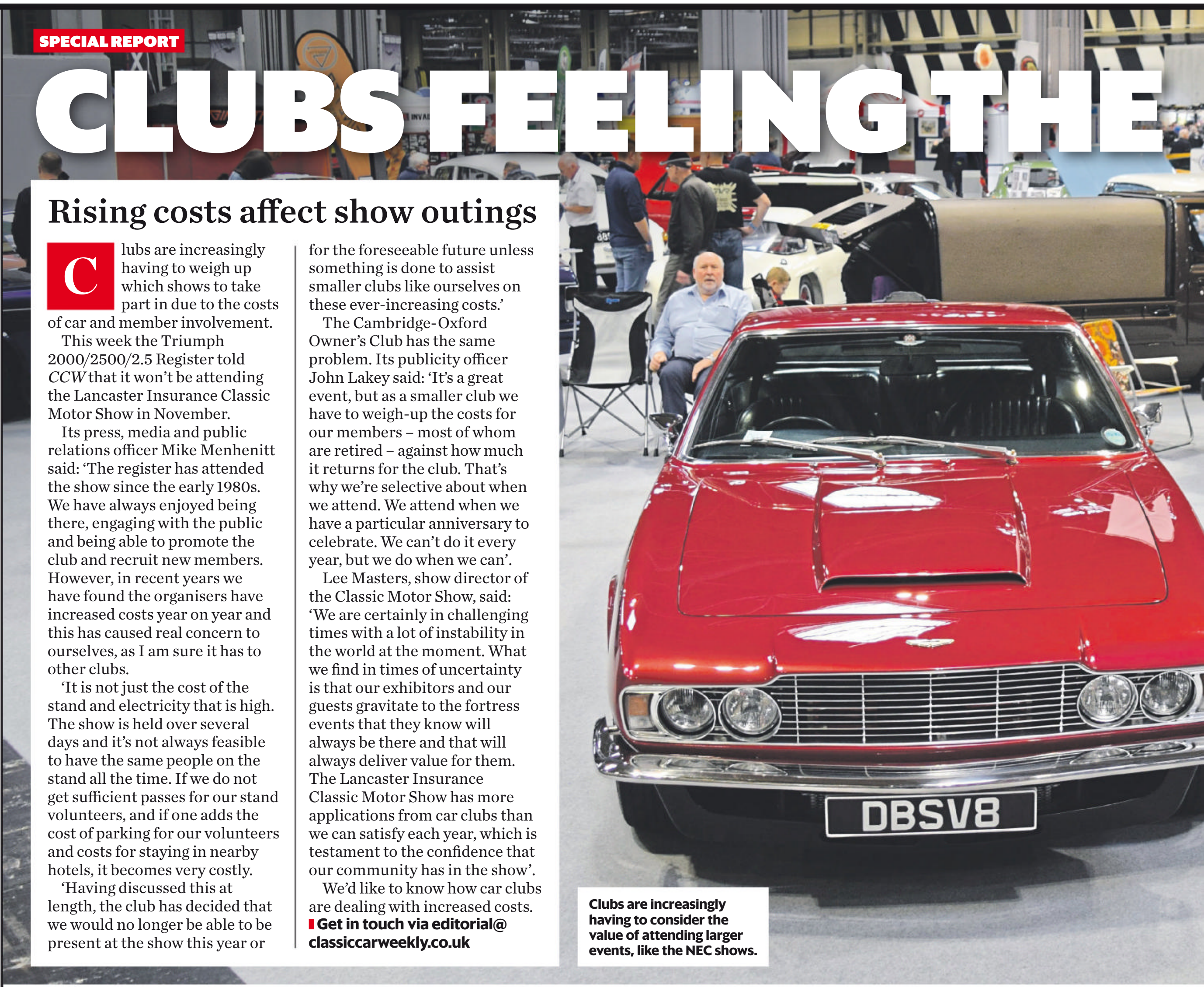
The art of motoring

A host of artists are set to join the Royal Automobile Club's Art of Motoring exhibition in London. Opening on 29 October, it's the 11th year in succession that the exhibition – widely regarded as the leading such event in Europe – has taken place as a highlight of the Club's London Motor Week, which culminates with the St James's Motoring Spectacle and RM Sotheby's London to Brighton Veteran Car Run.

theartofmotoring.co.uk

SPECIAL REPORT

CLUBS FEELING THE



Clubs are increasingly having to consider the value of attending larger events, like the NEC shows.

Rising costs affect show outings

Clubs are increasingly having to weigh up which shows to take part in due to the costs of car and member involvement.

This week the Triumph 2000/2500/2.5 Register told *CCW* that it won't be attending the Lancaster Insurance Classic Motor Show in November.

Its press, media and public relations officer Mike Menhenitt said: 'The register has attended the show since the early 1980s. We have always enjoyed being there, engaging with the public and being able to promote the club and recruit new members. However, in recent years we have found the organisers have increased costs year on year and this has caused real concern to ourselves, as I am sure it has to other clubs.

'It is not just the cost of the stand and electricity that is high. The show is held over several days and it's not always feasible to have the same people on the stand all the time. If we do not get sufficient passes for our stand volunteers, and if one adds the cost of parking for our volunteers and costs for staying in nearby hotels, it becomes very costly.

'Having discussed this at length, the club has decided that we would no longer be able to be present at the show this year or for the foreseeable future unless something is done to assist smaller clubs like ourselves on these ever-increasing costs.'

The Cambridge-Oxford Owner's Club has the same problem. Its publicity officer John Lakey said: 'It's a great event, but as a smaller club we have to weigh-up the costs for our members – most of whom are retired – against how much it returns for the club. That's why we're selective about when we attend. We attend when we have a particular anniversary to celebrate. We can't do it every year, but we do when we can'.

Lee Masters, show director of the Classic Motor Show, said: 'We are certainly in challenging times with a lot of instability in the world at the moment. What we find in times of uncertainty is that our exhibitors and our guests gravitate to the fortress events that they know will always be there and that will always deliver value for them. The Lancaster Insurance Classic Motor Show has more applications from car clubs than we can satisfy each year, which is testament to the confidence that our community has in the show'.

We'd like to know how car clubs are dealing with increased costs.

Get in touch via editorial@classiccarweekly.co.uk

AUCTIONS

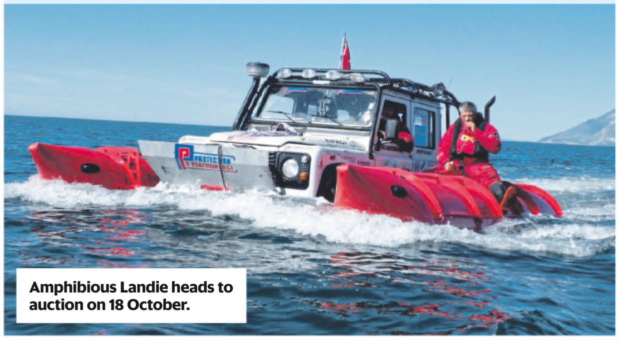
Land-and-Sea Rover!

A record-breaking Land Rover has been consigned to Cheffins' sale on 18 October. Built new by Yorkshire farmer and adventurer Steve Burgess for his Cape of Good Hope to Cape Horn expedition, it was turned into an amphibious vehicle able to cross the 55-mile Bering Strait between Russia and Alaska. On 7 July 2008 it became the only road-going vehicle ever to achieve this feat, completing it in 18 hours 50 minutes. When the expedition was completed, Steve removed much of the equipment and used the Land Rover as a farm vehicle.

This Rest Of World-spec Land Rover was built from new on a galvanised chassis and is supplied with the full amphibious kit – including outriggers, inflatable chambered pontoons, phosphor bronze propeller, bow, rudder, fastenings and ice studded tyres.

Cheffins' Ted Shepherd said: 'It's a unique opportunity to acquire a documented record holder that has been where no vehicle has gone before. It has been priced as a used farm vehicle so has a low estimate of £8000-10,000.' **Tim Bolton**

cheffins.co.uk



Amphibious Landie heads to auction on 18 October.

AUCTIONS

Moved due to weather this year, Vintage Stony is returning to its New Year's Day slot.

Vintage Stony back on

Vintage Stony – the annual street 'gathering' of vintage and classic cars and bikes in Stony Stratford, Buckinghamshire – will be restored back to its normal New Year's Day position in the calendar this coming January.

David Storer, the Vintage & Classic Stony Committee Chair told *CCW*: 'Earlier this year for the first time in 15 years the event had to be postponed at the last minute until March due to severe weather over the New Year period. Although this was a difficult decision for the committee, it was absolutely the right for the safety of all those who were hoping to attend.

'Despite the success of the March event when the weather was much kinder, the decision was taken to return Vintage Stony to its rightful date and kick off the 2026 vintage and classic car calendar in its usual friendly, relaxed style. As usual the event is expected to attract hundreds of cars and bikes from across the region and beyond to the streets of the town for a free display of automobile memorabilia.'

vintagestony.co.uk

SQUEEZE

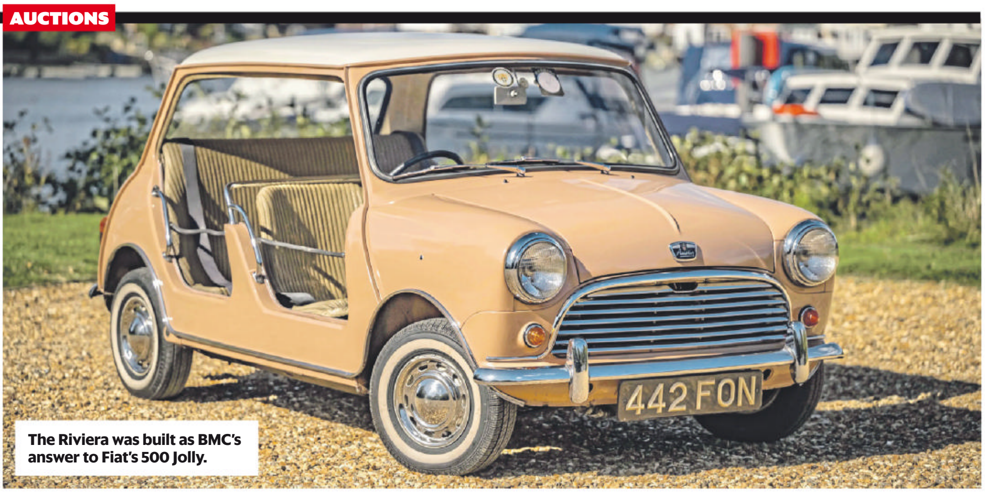
'EVERYTHING IS MORE EXPENSIVE THESE DAYS'

Some clubs say they've been priced out of shows.

'It seems that everything is more expensive these days. Fuel, food, even just the cost of living, so it's safe to say that we are all forced to consider where we spend our money and be a little more choosy about where we visit these days. Show organisers across the board are facing increasing costs of running events, which they are forced to pass on to visitors and exhibitors. Fortunately, there are events like last year's Inter-Club International Weekend which allow smaller clubs to come together at a large weekend show and spread the costs. That way they can still spread the message and keep costs more manageable.'

JAMES PEENE,
CONTENT EDITOR

AUCTIONS



The Riviera was built as BMC's answer to Fiat's 500 Jolly.

Queen's 'Beach Car' for sale

A 1962 Austin Mini Riviera 'Beach Car' once used by Her Late Majesty Queen Elizabeth II is now up for sale in a Bonhams Cars Online auction.

Loaned by BMC to the Royal Household between 1962 and 1965, the Riviera is believed to be one of fewer than 20 examples originally build. This example was driven around the Windsor estate by the Queen and even travelled to the Netherlands aboard Her Majesty's Yacht Britannia for Princess Margaret's state visit and drive through Amsterdam.

This RHD Riviera, bearing the special 'SPL' chassis prefix used for development and test cars, was hand-built by Longbridge's Experimental Department. In 1968, it was bought by a BMC engineer with close ties to Sir Alec Issigonis. It has remained in his family ever since, playing a part in weddings while being preserved in original condition.

Bonhams' Consignment Specialist Fraser Jackson said, 'All cars are better without doors – it is a wonderful little thing and part of our heritage, and about as British as you can get.'

The Mini shows just 11,527 miles on its odometer. Bonhams has set a pre-sale estimate between £100-200k, with the online auction ending on 12 October.

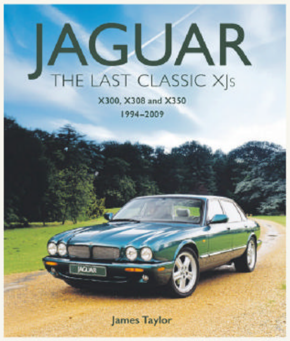
James Sadlier

- **bonhams.com**

PRODUCTS

New stuff you'll love

Jaguar: The Last Classic XJs £15.99



With Jaguar currently much in the news – but not in a great way, thanks to its rebranding gone bad and the recent crippling cyberattack – this book looks back to more positive times when the 'old shape' XJ was still in production. It focuses on the post XJ40 models; the X300, X308 and X350 of 1994-2009. After a chapter summarising the XJ range history from 1968, the book dives deep into the nitty gritty of these later cars and how, although they may have emulated the traditional appearance, there was so much more going on under the skin. The level of research and detail is superb, complemented by high-quality photography, much of it official Jaguar material. Full specs are also included, along with production totals, VIN information, and paint and trim details. Frankly, we'd struggle to imagine another work on the X300 to X350 range being more exhaustive than this. **Richard Gunn**

- **Author: James Taylor**
- **ISBN 978-0-719845-29-1**
- **Publisher: The Crowood Press**
- **crowood.com**

Wireless 12v towing circuit tester £106.68

For those who like towing a trailer or even a caravan behind their classic but might worry about how well their electrics are functioning before setting out on a trip, this looks like a handy little tool from Laser. It's a compact diagnostic kit that lets a single person check the functions of a tow socket while still sitting in the driver's seat. It works by a sensor being plugged into the towing socket – either seven-pin or 13-pin – which can then be monitored wirelessly via a tester unit while lights such as brakes, indicators, tail and fog are tested. The unit reports back which outputs are live, if earth/return is present and whether the socket is functioning correctly. The device works on both conventional 12-volt systems or CAN-bus ones for more modern classics from the Nineties onwards. **Richard Gunn**

- **lasertools.co.uk**

1:43 Mercedes-Benz 280 SE 3.5 €37.95

With the move to electrification, the concept of the large Mercedes rag-top seems to be rapidly becoming a thing of the past. Which is a shame as the House of Stuttgart – under Frederich Geiger's design philosophy – has produced some classic silhouette masterpieces. Minichamps' latest drop into its strong 1:43 portfolio is the W111 Cabriolet, depicted in 280 SE 3.5 guise, the predecessor to the C107 SLC. One expects a high standard of delivery from this brand, and this model duly delivers. Adorned with plenty of plated brightwork, other points of detail are equally as satisfying; the three-pointed star perched on the distinctive radiator grille, correct front spotlights, recessed wing-mounted aerial and accurately replicated 'Bundt' rims fitted with treaded rubber. The black interior lacks warmth but has been functionally reproduced. Available as well in Champagne Gold, this is an excellent tribute to a timeless Mercedes-Benz design in small scale. **Keith D'Souza**

- **minichamps.de**

SIMISTER'S SMART BUYS

Our editor picks out the latest tempting deals from CCW's ads – and shows you what to look for

JAGUAR XJ6 1995, 61,400 miles, RHD, Manual, 3.2 Executive, stunning, full Sovereign spec, total ceramic pro respray 2021, FSH, lovingly maintained, four new tyres 2023, MoT Aug 2026. £9000 Berkshire Tel:01628 621262

JAGUAR XJ6
Asking price: £9000

DAVID SAYS:

'Full service history, recent respray and long MoT make this X300 stand out. Check rear arches for rot and cabin for any tired trim.'

ROVER P4 1949, 35,814 miles, RHD, manual, 'Cyclops', in the same family for 75 years, believed the fourth oldest still running, new interior, front offside brake cylinder needs freeing to be moved, price ono. £10,000 Fife Tel:07870 802396

ROVER P4
Asking price: £10,000

DAVID SAYS:

'The really early 'Cyclops' models are rare. Check body and interior carefully; it should have plenty of paperwork, given its history.'

SUNBEAM ALPINE 1964, genuine 22630 miles, RHD, manual, Series 4 GT, 12 months MoT, full supporting history file. New high torque starter, dynamo, wiper refurb, Weber conversion, new seats. £8000 County Durham Tel:07583556277

SUNBEAM ALPINE
Asking price: £8000

DAVID SAYS:

'Fresh voluntary MoT, a full history and lots of recent work for under £10k – you could do a lot worse than this when buying an Alpine.'

A record number of Ford Transits gathered on 20 September.

Participants included Peter Lee's 1965 Transit prototype.

EVENTS

ALL IN A DAY'S WORK

A remarkable 201 Ford Transits set a world record on 20 September

Ford marked the 60th anniversary of its famous Transit by hosting a special one-day event at Chelmsford City Racecourse, which brought together the most Transits ever gathered in one place and earned itself a place in the Guinness Book of World Records.

The first Ford Transit rolled out of Ford's Langley factory in Berkshire in 1965, so Ford and The Ford Transit Club invited owners of all generations to join them for a record gathering on 20 September to celebrate six decades of the vehicle that has become the backbone of working Britain.

The convoy met at Ford's Dunton Technical Centre in Essex – where it designs and develops the latest Transits – and then drove 29 miles to Chelmsford City Racecourse to take part in the first-ever Transit Festival.

The Transit Van Club's Peter Lee told CCW: 'It was fantastic event. In fact, so many Transits attended that we sadly had to turn disappointed owners away from Ford's Research and Development Centre where the record-breaking attempt convoy of 201 vans started. Winding through the Essex countryside, we had more than 300 to start with – the adjudicators were very strict by demanding that all must be panel vans and moving under their own steam.'

The Guinness Book of World Records awarded each driver with a downloadable certificate for participating, while Transit fan and TV presenter, Mike Brewer, told CCW: 'I've grown up with Transits all my life and it's true when Ford's adverts say that it's been the backbone of Britain. It's also been the blueprint of every van ever since its 1965 launch.'

Ford UK Chair and managing director, Lisa Brankin, said: 'The record-setting achievement is testament to the passion inspired by the Transit. Today, we didn't just set a record – we demonstrated the unbreakable bond between our Transit van and people who get the job done.' **Alan Anderson**

transitvanclub.co.uk
fromtheroad.ford.com

CLUBS

MMOC seeks charity

The Morris Minor Owners' Club (MMOC) has revealed that it is asking its members to suggest a charity to support during its 50th anniversary celebrations next year.

With the club planning a wide range of events, including a two-day National Rally, Club chairman, Andrew Stone, told CCW: 'The club will have been established for 50 years in 2026 and we discussed some of the ideas that we have to celebrate this amazing achievement at our AGM. The MMOC has raised funds for a number of charities over the years and it feels right that members have a say in which organisations the club supports. We have had a number of suggestions and welcome more.'

The club raised a six-figure sum for Marie Curie, including a 7500-mile tour in a 1963 Minor called 'Miranda'. A smaller organisation that the club has supported is Fairy Bricks, which donates LEGO sets to children's hospitals.

People are being asked to nominate the charity of their choice as soon as possible, so the winner can be announced at the Footman James Classic Motor Show on 7-9 November. **Nick Larkin**

mmoc.org.uk

Minors will raise money for charity next year – but which one?

AUCTIONS

Wolseley Hornet sale raised £3200 for the Alzheimer's Society.

Hornet sold for charity

A 1964 Wolseley Hornet that managed to survive despite standing under a carport since 1979 has sold for £3200.

Auction house Evoke Classics waived all fees for the online sale, which finished at 2pm on 30 September, with the money raised donated to the Alzheimer's Society.

The car was laid up after the previous owner received a company car, so has covered just 48,000 miles from new. It was described as being structurally solid, the brakes free and the engine turning.

Sales Director of Evoke Classics, Sarah Crabtree, told CCW: 'Our seller approached us with a wonderfully interesting story explaining how he had been contacted by his good friend and mentor's wife for some advice on finding a new home for her late husband's Wolseley Hornet.

'It was a chance to save a little piece of British motoring history while supporting a cause that's dear to many hearts. The previous owner, Roger, unfortunately passed away from Alzheimer's two years ago. He had long intended to recommission the Hornet.

'We were only too pleased to help when his old friend asked if we could find a new home for the car.'

Nick Larkin

evoke-classics.com

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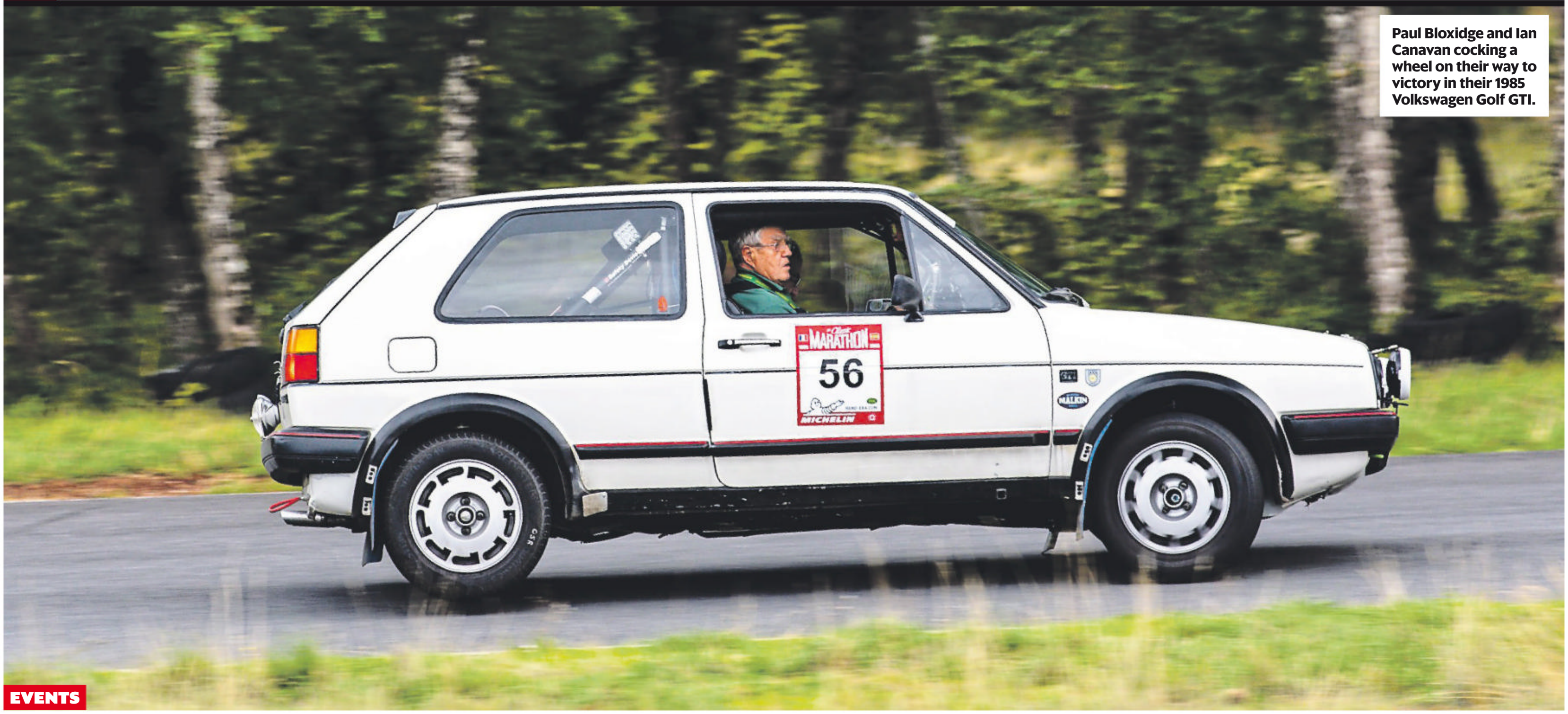

Paul Bloxidge and Ian Canavan cocking a wheel on their way to victory in their 1985 Volkswagen Golf GTI.

EVENTS

GOLF SNATCHES MARATHON WIN

Brit hot hatch bags victory in 1600-mile classic battle

Two Brits pushed their VW Golf GTI to victory in a 1600-mile classic event that can count Sir Stirling Moss among its previous competitors.

HERO-ERA confirmed that Paul Bloxidge and Ian Canavan won this year's Classic Marathon – narrowly beating a 1965 MGV and a 1972 Porsche 911 in the process – after journeying from Geneva to the French resort town of Biarritz, skirting both sides of the Spanish border as they threaded through the Pyrénées.

Ian Canavan, who navigated the 1985 MkII, said: 'It was a challenging and competitive six days across some of Europe's very best driving roads. We are delighted to finally take a close win after such a tough endurance event, just what the Classic Marathon is about.'

The 60 entries in the six-day classic endurance rally, which ranged from a 1952 Jaguar XK120 to a 1988 BMW 325i, were crewed by enthusiasts from across Europe and the US with just 14 seconds separating the top three entrants throughout the final day.

A HERO-ERA spokesman told *CCW*: 'The sensational route provided vistas and driving challenges worthy of the heritage of The Classic Marathon as driven by no less than the late great Sir Stirling Moss.'

Images: Will Broadhead/Blue Passion

hero-era.com

Peter and Kit Moore's Austin-Healey Sprite dwarfed by the stunning Millau Viaduct.

Günther Smetana and Fanny Zara made it to Biarritz in this 1970 Porsche 911S.

Portuguese entrants Vitor Conceicao and Valeria Geo in their 1973 Datsun 240Z.

1959 Porsche 356A Cabriolet was one of this year's older entrants.

George and Rosalind competed in their V4-engined 1973 Saab 96.

Danny and Richard Siddle in their 1972 Ford Escort Mexico.

Rodel/Collins 1974 Mercedes-Benz 230 bagged a class win.

Big 'Healeys performed well in this year's event, including this brace of 3000 MkIIIs.

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Why did DVLA change details?

LETTER OF THE WEEK

It is good to know that the DVLA is clearing up some of the confusion surrounding registration and modification issues on classic cars. However readers may not be aware of other issues affecting our hobby.

At the end of May this year I decided to begin the restoration of one of my classics, which has been unused and on SORN since 2014. Having the intention of completing the work within a few months (I haven't) I applied for Historic Vehicle status for which the car had been eligible for some years and duly received a new V5C confirming the change of taxation class.

So I was shocked to receive a letter from the Motor Insurers Bureau informing me that since the vehicle was 'in use' (I wish) but not insured I am liable for prosecution for using an uninsured vehicle.

I went onto the DVLA website to find that the DVLA had not only issued the new V5C but recorded the vehicle as 'taxed' for a year. I had received nothing with the new document to inform me of that fact, which I had not asked for and was not expecting.

In a somewhat similar incident I recently bought a restoration project which had been off the road since 1978 and was partly dismantled. The vendor completed the change of ownership details online and I duly received a V5C. Two weeks later I received a letter from DVLA informing me that I must immediately pay tax or SORN the vehicle. I telephoned the automated SORN service to be told that I might be liable for back tax from 1978!

Surely when DVLA are issuing new documents as the result of changes they should inform us (if it is the case) that a vehicle status has changed from 'not taxed for on-road use' or 'untaxed' at the time they issue the new V5 document? Or alternatively issue an automatic SORN?

Peter Jones, Llanybydder

We'd be interested to hear if any other readers have experienced issues, particularly since the rollout of the DVLA's new historic vehicle polices – Ed.

The DVLA's recently revamped rules are aimed at making things easier for classic owners.

Tornado hits Silverstone

I was delighted to see your *The Way We Were* showing the Silverstone paddock in June 1960 (*CCW*, 3 September)

It appears to me that this shot was taken on the day of annual Birkett Six Hours Relay Race. This was a famous victory for the team put together by the small Tornado Cars factory that won this handicap race by a whisker.

Your shot shows many interesting cars but does not appear to show any Tornados or Fairthorpes. However I think that a Tornado Typhoon and a Tornado Thunderbolt can be seen near the Dunlop building while a Fairthorpe's boot can be spotted next to the Mini's.

Dave Malins, Fairthorpe Sports Car Club

It's great to be able to give a picture featured in The Way We Were *some more context – Ed.*

A Wolseley TV star

I enjoyed your piece on Wolseley (*CCW*, 3 September). It seems that your 'sleuths' found a few silver screen moments, but had nobody ever heard of the long running TV show *No Hiding Place*, with Tom Lockhart of Scotland Yard played by Raymond Francis?

It ran from 1959 to 1967 and featured an opening scene of a tyre-screaming Wolseley 6/80 roaring through London accompanied by motorcycle outriders.

Perhaps you need some more researchers from a 'classic' age, as I'm sure I won't be the only reader who remembers this staple of the period.

Derek Moore, via email

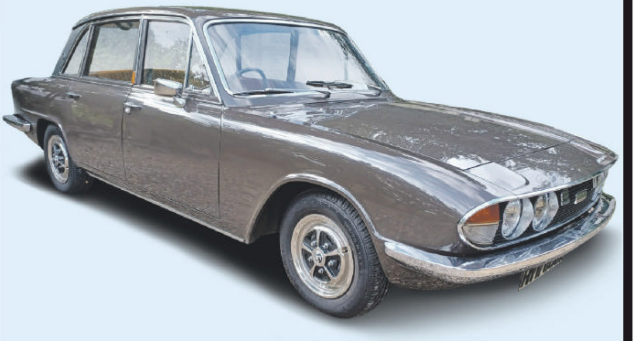
Article author Nick Larkin still thinks that it is 1965 so we're surprised that he forgot about it! – Ed.

***No Hiding Place* was one of many TV outings for the Wolseley 6/80.**

VALUE MY CLASSIC

1971 Triumph 2.5 PI

WHO? Scott Moore **MILEAGE** 47,178 **PROVENANCE** Most history **MODS** Manual gearbox, electronic ignition **HOW MANY LEFT?** 188 currently taxed in UK



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Twenty years now; I bought it for £2900. You previously valued it at £7500 in your 9 November 2016 issue. I'd like a fresh opinion because we are in the process of establishing a £12k agreed valuation.

HOW MUCH HISTORY?

Your last valuation mentioned that there was little paperwork to support the history and mileage. I now have letter from the previous owner that includes information about the owner before him and the car's storage. He bought it from a Triumph 2000/2500 Register member who had rescued it from 20 years in storage with 36,600 miles on the clock, which was believed to be genuine. I can now verify all five past owners and most past tax discs back to the first. The Heritage Certificate proves thst I still have the original 'Union Made in England' key set with the correct numbers.

HAS IT BEEN MODIFIED?

It was originally an automatic but the last owner converted it to a manual/overdrive, polybushed the suspension and fitted rear lap belts. It now also has a Bosch fuel pump, an unleaded-friendly metering unit and electronic ignition. I have also replaced the 20-year-old polybushes.

WHAT'S LEFT TO DO?

Nothing. I now have a thick history folder of everything done to the car during my ownership.

WHAT WE RECKON

'This was only my 18th *CCW* valuation – and now also the 474th! It has risen in value rather nicely during that time, too, aided by the extra info that you have on the car. That is enough to support visual evidence that this is the car's true mileage. I cannot go quite as far as your current valuation because of those mods and the market for these cars has eased a little lately. But we're not far off.' Russ Smith

CCW'S GUIDE VALUATION £11,500

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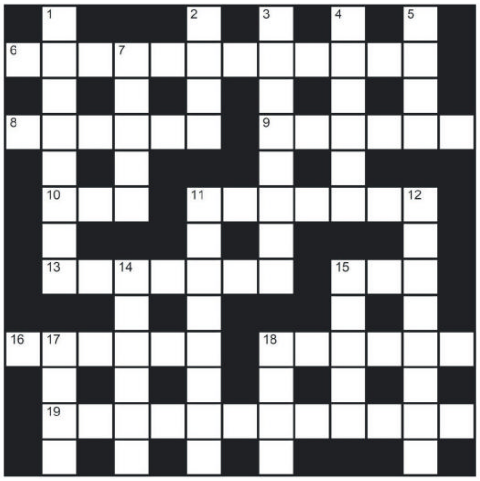
CLUES ACROSS

6 Classic green-striped fast Ford from the 1960s (5,7)
8 BMW 7 _ , flagship saloon released in 1977 (6)
9 Suzuki family model brought out in 1995 (6)
10 The number of valves in Audi's original Ur-quattro (3)
11 _ Fantastic, nickname of the partly-fibreglass Chevette HSR (7)
13 Little scoundrels in Bedford's microvans! (7)
15 _ suspension, a notable feature of the Borgward P100 (3)
16 Nickname of AMG's infamous W124-based super-saloon (6)
18 A station frequented by owners of gas-guzzling classics! (6)
19 Higher-powered version of the Sports brought out in the late 1950s (6-6)

CLUES DOWN

1 A rugged Subaru ideal for woodland management? (8)
2 Thames Ditton classics on the cards? (4)
3 Performance Vauxhall Viva HB variants (8)
4 Flowery old Datsun colour? (6)
5 Here on the farm, a long-lost classic might be a prized find! (4)
7 See 17 down
11 Early 1980s Nissan releases with sliding rear doors (8)
12 SEAT Ibiza spin-offs (8)
14 This Lada came to our shores in 1987 (6)
15 BMC and British Leyland's one-time Pamplona partner (5)
17 & 7 down German car group created in 1932 (4,5)
18 _ 500, Fiat spin-off built under licence in Graz (4)



LAST WEEK'S ANSWERS ACROSS 1. Briggs 6. Louis 7. Firebird 9. Ensign 10. Lilac 12. Hydrolastic 15. Sanas 16. Accent 18. Targa top 19. India 20. Mantis DOWN 1. British Racing 2. Ireland 3. Ghia 4. Morse 5. Singer Chamois 8. Dedras 11. Jowett 13. Trabant 14. Nexia 17. Frua

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OUT & ABOUT

Great events for you and your classics

A BIG BASH AT BRANDS

Next year, Brands Hatch is lining up to celebrate 100 years of racing with a packed schedule

SEE SANYO, THEN DECIDE
SIMONIZ
17
DAILY EXPRESS

Brands' calendar for 2026 is packed full with plenty of classic-based events, from top track action days to themed celebrations.

A CENTURY OF POWER BRANDS HATCH BRANDS HATCH CIRCUIT, WEST KINGSDOWN, SEVENOAKS, KENT TN15 6FS. THROUGHOUT 2026

Brands Hatch race circuit in Kent reaches a major milestone next year – it will mark 100 years as a venue for competitive sport.

To mark 'A Century of Power', a full year of commemorative activities is planned, with special demonstrations, displays, guest appearances and more from March through to November.

First identified as a sporting location in 1926, the Indy circuit of today initially hosted cyclists and cross-country runners, but motorcycle racers soon followed.

After spending wartime as a military facility, competition returned in the late '40s, with cars joining in and the creation of a new tarmac surface in 1950.

Brands Hatch went on to hold 14 British and European F1 Grands Prix, with a list of winners including Jim Clark, Jack Brabham, Niki Lauda and Nigel Mansell.

A key part of next year's celebrations will be the circuit's strongest-ever roster of nostalgic race events. This includes an all-new fixture on 19-21 June from Motor Racing Legends, which has a reputation for attracting rare cars of special historic significance. Other throwbacks include the new-look Touring Car Rewind event, featuring the Classic Touring Car Racing Club. The Historic Sports Car Club and Masters Historic Racing also retain dates on the full GP circuit, with other key fixtures to be announced very soon.

Season tickets to the circuit are already on sale.

brandshatch.co.uk

> 'A key part will be the circuit's strongest-ever roster of nostalgic race events'

Heritage motor racing with nippy Minis and Cortinas is great to watch at Brands.

New fans boost historic racing

MOTOR RACING LEGENDS EVENTS THROUGHOUT 2026

'Motor Racing Legends CEO Pierre-Antoine Lecoutour says classic car racing is winning a burgeoning new fan base.

He told *CCW:* 'People love historic racing cars, because they remind them of great experiences in the past. What we're seeing at the moment is an uptick in numbers from a new generation of fans coming in who have a strong interest in a more recent era.

'Next year, we're taking this experience to a wide variety of places. Some we know very well, like Donington, Silverstone and Spa, and others are a new direction, like a brand-new historic racing event at Brands Hatch, or the addition of the fantastic venue at Charade to our calendar.

'Motor Racing Legends is unique in that it offers such a wide history of motorsport – 10 decades, from the 1920s to the 2010s. GT3 Legends has been a huge success, bringing a lot of eyes to our events. Beyond that, we've seen some really special races this year.

'The 'Mad Jack' 90th anniversary at Donington was a great spectacle, and Andy Rouse presenting the trophy named for him at Silverstone was fantastic for everyone involved. Alongside the racing, we brought some superb demos to Donington, with Williams bringing a 3-litre V10 car and going beyond our expectations. My ears are still ringing!

'Off track, we've worked on creating a community for our competitors. We had themed nights at Donington Historic Festival, and a fantastic charity quiz at Silverstone, creating lasting positive memories of people's experiences of Motor Racing Legends.

motorracinglegends.com

SELENIA
ARCOR
MICHELIN

The Super Touring demonstration at Donington earlier this year helped draw in strong crowds to the Historic Festival.

Restoration goodies await

RESTORATION SHOW STONELEIGH PARK, WARWICKSHIRE, CV8 2LH. 12 OCTOBER. 10AM-4PM.

If you're lining up a restoration project for the coming winter, but need to go shopping for tools, parts and the other miscellaneous bits and bobs, then the Restoration Show at Stoneleigh Park is the prime chance for you to stock up.

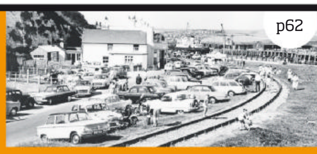
From vehicles to restore to parts and supplies, there's plenty to trawl through. At this year's event, the special guests are stars of TV's *Bangers & Cash*, David and Paul Mathewson. They will doing an interview, Q&A and even a meet

From demonstrations of work to projects for sale and more, this compact show has a lot to offer!

THE MAGIC OF MOTORSPORT

Classic racing isn't for everyone, but it helped to inspire my passion for classics. A dynamic display of just how exciting they can be. I hope it continues to kindle a love for our cars in the next generation.

JESSE BILLINGTON STAFF WRITER



p62

The Way We Were: Farinas and frolicking on the tracks in 1963

You can download a digital issue, or take advantage of free UK delivery of the printed issue classiccarweekly.co.uk

YOUR LATEST CLASSIC EVENTS

There'll be plenty of variety – from Shapecraft Elans to Ginettas and more

THE MAIN EVENT

and greet, including sharing plenty of behind-the-scenes stories both from *Bangers & Cash* and its sister series *Bangers & Cash: Restoring Classics*.

On top of that, there's a wealth of clubs signed up to show off cars and offer advice.

Amongst the 13 clubs attending, Middlebridge Enthusiasts Scimitar Set will be showing six vehicles out of only 78 made, while the Transit Van Club will have a collection of Ford Heritage Collection vans to show, including three very famous examples getting together for the first time in 50 years.

The Armstrong Siddeley Owners Club are bringing along three cars: a 1937 Siddeley Special, a 1947 Hurricane and a 1960 Star Sapphire. Work is being done on the running gear on the Star Sapphire and pinstriping on the Siddeley Special, while the Hurricane will have some body work prep done to the front wings.

Meanwhile, the Wolseley Register is showing two restoration projects from the club: a 1968 Hornet MkII and a 1963 1500 MkIII. Advance tickets are £11, with on the day tickets priced at £15.

restoration-show.co.uk

OCTOBER

Friday 10-Sunday 12 Veterama: Maimarkt, 68163 Mannheim Germany. Europe's largest classic car market celebrates its 50th anniversary in Mannheim. veterama.de

Saturday 11-Sunday 12 Red Oktober IFA Club Weekend: Kendal, Lake District. sec@ifaclub.co.uk

HSCC Finals: Silverstone Circuit, nr. Towcester, Northamptonshire NN12 8TN. Historic touring cars do battle for a late season round at Silverstone. Plus sports cars from the '50s through to the '70s as well as Historic Formula Ford and Classic Formula 3. Tickets from £17. silverstone.co.uk

Saturday 11 Autos De France: Oulton Park, Little Budworth, Tarporley, Cheshire CW6 9BW. Francophiles rejoice for this French-themed classic gathering. oultonpark.co.uk

VSCC Welsh Trial: Presteigne, Powys, Wales. First held in 1939, the Welsh Trial is one of the linchpins of the VSCC sporting season. Full details for spectators to be released online closer to date. vscc.co.uk

Transport Torques – The Authenticity of Historic Cars: National Motor Museum, Beaulieu, New Forest, Hampshire SO42 7ZN. Paul Griffin talks about certifying classic cars, using his work as an academic and lawyer as well as a car enthusiast. beaulieu.co.uk

Sunday 12 Motorsport Day: Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 0SL. 10am-5pm. brooklandsmuseum.com

Restoration Show and Spares Market: Stoneleigh Park, Warwickshire CV8 2LH. A busy day of classic car parts autojumble-diving at Stoneleigh Park. Prime if you've got a winter project that needs bits or are just topping up your stock. restoration-show.co.uk

Wednesday 15 West Wilts Classic Car Group: The Pear Tree, Top Lane, Whitley, Wiltshire SN12 8QX. From 5pm. Local group meet.

Thursday 16-Sunday 19 Classic Car Show & Yard Sale: Bluebell Classic Cars, Bluebell Business Park, Uckfield, TN22 3QH. 7am-5pm. Refreshments and restroom available. Contact Martin Cornwall 07702 220316/01825 724497. martin.cornwall@sdfltd.co.uk

Saturday 18-Sunday 19 Motor Racing Legends Autumn Finale: Silverstone Circuit, nr. Towcester, Northamptonshire NN12 8TN. From pre-war sportscars to the Tony Dron Trophy and Historic Touring Car Challenge, plus the new Generations Trophy, there's a lot to enjoy about Motor Racing Legends' season finale. £19 a day, or £32 for the weekend. ilverstone.co.uk

GET YOUR EVENT INTO CLASSIC CAR WEEKLY

Send us details of your event, at least two weeks before it's due to take place, and we'll include it in CCW. Make sure to include the name and location of the event, the opening hours, any criteria for cars taking part and online and telephone contact details.

We make every effort to make sure our listings are as up to date as possible but as circumstances can change quickly it is good practice to check the event is still going ahead before you set off. Pre-booking is often required too.

editorial@classiccarweekly.co.uk

Sunday 19 Coffee & Cars Wythall, supported by CCW: Transport Museum Wythall, Worcestershire B47 6JA. 9am-11am. Free for car and driver, £5 per additional passenger. Wythall.org.uk

London Bus Museum Transportfest: Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 0SL. 10am-5pm. brooklandsmuseum.com

Friday 24 Great British Car Meet: Great British Car Journey, Derwent Works, Ambergate, Derbyshire DE56 2HE. greatbritishcarjourney.com

Saturday 25-Sunday 26 VSCC Cotswold Trial: Papermill Farm, Cheltenham, Gloucestershire GL54 5PH. Spectators are not allowed on any hills except Papermill Farm Hills. Hills Open at 9:00am both days. What3Words /// glimmers.wheels.funnels vscc.co.uk

NOVEMBER

Saturday 1-Sunday 2 Walter Hayes Trophy: Silverstone Circuit, nr. Towcester, Northamptonshire NN12 8TN. Celebrating 25 years of the world's largest Formula Ford event. The Historic Sports Car Club supports this frenetic weekend of racing action. silverstone.co.uk

Sunday 2 Off Road Day: Brooklands Museum, Brooklands Drive, Weybridge, Surrey KT13 0SL. 10am-5pm. brooklandsmuseum.com

Veteran Car Run: Hyde Park, London to Madeira Drive, Brighton. veterancarrun.com

Friday 7-Sunday 9 Classic Motor Show: NEC, Birmingham B40 1NT. necclassicmotorshow.com

Saturday 8 VSCC Lakeland Trial: Honister Pass, Keswick CA12 5XN. The 56th edition of one of the VSCC's most iconic events will once again see competitors tackling the hills in the autumnal Lake District. Spectators are welcome at The Drum House and Honister Slate Mine climbs. Details to be released online. vscc.co.uk

Sunday 9 Simply SMART: National Motor Museum, Beaulieu, New Forest, Hampshire SO42 7ZN. beaulieu.co.uk

Sunday 23 Midkents Auto and Bike Jumble: Lock Meadow Market Hall, Barker Road, Maidstone, Kent ME16 8LW. 10am-2:30pm. Indoor autojumble. 01732 840787

Saturday 29 VSCC Winter Driving Tests: Bicester Motion, Buckingham Rd, Launton, Bicester, Oxfordshire OX27 8AL. vscc.co.uk

Sunday 30 Bicester Assembly: Bicester Motion, Buckingham Rd, Launton, Bicester, Oxfordshire OX27 8AL. bicestermotion.com

DECEMBER

Friday 26 Plum Pudding Races: Mallory Park, Church Rd, Kirkby Mallory, Leicestershire LE9 7QE. Shake off the Boxing Day drudgery with action at Mallory Park. malloryparkcircuit.com

Saturday 27 The Almost New Year Great British Car Meet: Great British Car Journey, Ambergate, Derbyshire DE56 2HE. 10am-3pm. greatbritishcarjourney.com

JANUARY '26

Thursday 1 Vintage Stony: Stony Stratford, Milton Keynes, Buckinghamshire MK11 1AA. 9:30am-2pm. vintagestony.co.uk

New Year's Day Classic Gathering: Brooklands Museum, Weybridge, Surrey KT13 0SL. 10am-4pm. brooklandsmuseum.com

Saturday 11 Vintage Sports Car Race Meet: Silverstone Circuit, nr. Towcester, Northamptonshire NN12 8TN. vscc.co.uk

Saturday 25 – Sunday 26 Historic Sports Car Club Snetterton Spring Trophy: Snetterton Circuit, Norwich, Norfolk NR16 2JU. More details TBC. snetterton.co.uk

THE SHOWS WE'RE LOOKING FORWARD TO

JESSE BILLINGTON STAFF WRITER

St James' Motoring Spectacle, Pall Mall, London. 1 November: The Saturday before the London to Brighton Veteran Car Run sees a busy show on a closed Pall Mall. Set to host over 130 cars, it's a free-to-attend event that spans the history of the car, from those that'll tackle Sunday's run to more modern vehicles. Last year, almost 10,000 visitors attended, with this year promising to be even bigger. The St James's Concours showcases over 60 pre-1905 pioneering vehicles. Five other themed zones will have plenty more on offer.

veterancarrun.com

JAMES PEENE CONTENT EDITOR

Brooklands Autumn Motorsport Celebration, Brooklands Museum, Surrey, KT12 0QN. 12 October: Anyone with petrol in their veins will have visited Brooklands, but those who haven't yet seen the remnants of the historic banked race circuit can rectify that on 12 October with a double helping of motorsport action. It's the chance to see competition cars of all ages being put through their paces on the adjacent Mercedes-Benz World circuit and later on the Test Hil. Expect Formula 1 and GTs to Touring cars and Group B rally cars.

brooklandsmuseum.com

CHRIS HOPE FEATURES EDITOR

Haynes Breakfast Club, Haynes International Motor Museum, Sparkford, Somerset BA22 7LH. Sunday, 2 November: If you already have our Coffee and Cars event at Transport Museum Wythall in your diary for Sunday 19 October, I can also recommend a similar morning meet-up at a different museum. Unlike Wythall though, you can't just turn up – you must pre-book. Places cost £5 per vehicle (£7 if you leave it until the day before). Expect a great mix of both cars and bikes – plus loads of 4x4s, which are the focus of next month's meet.

haynesbreakfastclub.org

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TAX-EXEMPT FUN...

10 OF THE BEST

...can be yours for well under £5k if you shop around and keep your options open. Here's our pick of 'Historic' vehicles that could be yours for less than you might think

The buzz of an MG Midget blatting down your nearest B-road. The period-perfect vibe of cruising into the Goodwood Revival in a Rover P4 or Standard Vanguard. The joy of fettling motoring heritage on your driveway. There are so many reasons to join Britain's historic vehicle movement – and you can do just that for less than the cost of a family holiday.

The tax-exempt status given to older classics helps to support a thriving industry that sustains thousands of jobs, which is why only last week Shadow Transport Secretary Richard Holden MP told us he was keen to see it being protected. But the best thing you can do to keep our motoring history on the road is to go out, bag a classic yourself and enjoy everything our hobby has to offer – and the great news is that you don't have to spend a fortune.

More than half of the classics eligible for 'Historic' status have been changing hands for less than £10k at the UK auctions we've been tracking this year; even if you halve that budget you'll find that more than a quarter of the tax-exempt buys could be yours, so there's plenty of choice out there.

As such, we gave our experts a £5k budget and challenged them to find some great buys, all of which fit the Federation of British Historic Vehicle Club's 30-year definition of what counts as an 'Historic' vehicle. We also insisted on examples that are either tax-exempt (or not far off earning it), and could actually be driven to your nearest show or pub meet right after shaking hands on the deal. Here's what they found...

VOLKSWAGEN BEETLE

JAMES PEENE CONTENT EDITOR

This is the voice of experience here and someone who put their money where their mouth is. My first car was a 1973 1200cc base model I got when I was just 16. That was 34 years ago and not only have I owned air-cooled VWs ever since, that Beetle taught me how to spanner on cars, helped forge life-long friendships with like-minded souls I've met through clubs and at VW shows, and it also set me on the path to being a motoring journalist. So obviously, for me a Beetle is the ideal cheap classic.

Once you get into old VWs you discover everyone hankers for earlier ones so a later 'Bug' from 1968 onwards is where the smart money is. You can still pick up a decent '70s bug for around five grand if you shop around – and that's always been the case.

Finding a decent one is the most important thing and then looking after it. Sure, they're quirky compared to most regular classics, but once you've got your head around them they're super easy to maintain yourself and without a water-cooling system to faff around with there's less to go wrong. There's a near unlimited supply of original and reproduction parts for later Beetles and should you find yourself out of your depth, a vast amount of specialist you can call on or clubs whose members are only too willing to help a Beetle owner out.

A Beetle is more than just an old car; it's a way of life.

ONE JAMES FOUND
1968 VOLKSWAGEN BEETLE 1300, ESTIMATE £4000-6000
Consigned to Iconic Auctioneers sale at the NEC Classic Motor Show on 9 November, bidding starts at £4000. A UK original RHD example in Diamond Blue it looks mostly original and comes with the original bill of sale and lots of history.
iconicauctioneers.com

TRIUMPH HERALD

DAVID SIMISTER EDITOR

It's *Heartbeat* on wheels – in fact, it was a Triumph Herald that transported former London police Nick Rowan to a new life in North Yorkshire, making it the very first car to star in the hit ITV series. The Herald is the automotive embodiment of Sixties Britain and utterly charming with it, but there are still more than enough survivors out there to keep prices in check.

The great thing about Canley's smallest offering is that there's still a lot of club and specialist support out there, which has helped to keep more than 2500 of them on the nation's roads and a healthy supply of survivors heading into auctions and onto dealer forecourts.

Earlier this summer Barons Manor Park Classics sold a '64 1200 with lots of history and a previous respray for a below-estimate £3450, while a 1960 example that Anglia Car Auctions described as being a runner which would benefit from some recommissioning changed hands in its August sale for £2110.

We've seen plenty of nice – if not show-stoppingly mint – examples changing hands for around £4000-5000 over the past few months, although the very best, previously restored Heralds are now firmly in £5000-10,000 territory.

Secure a sound example and it'll be fun to drive, easy to live with and well-supported (we'd definitely suggest signing up with either Club Triumph or the Triumph Sports Six Club) and we don't think any classic show or meet is going to turn one away – in fact, a two-tone Herald is surely one of the best-value ways to look the part when arriving at next year's Goodwood Revival.

I advise checking the condition of the chassis carefully before buying – a cosmetically shabby Herald can still be sound buy, but it's a body-off job if all isn't well underneath.

ONE DAVID FOUND
1963 TRIUMPH HERALD 1200, £4950

This has had a few choice tweaks to improve driveability – particularly front discs and electronic ignition – and crucially the chassis on this 1200 saloon is described as being 'excellent'. Well worth a closer look at this price.

▌pioneer-automobiles.co.uk

VAUXHALL VIVA

DAVID SIMISTER EDITOR

All three generations of the Viva have been bargains for years – making it one of the cheapest ways to cruise into your nearest classic show.

It's not unusual to see the Minis, Anglias and early Escorts that Ellesmere Port's baby competed against in period changing hands for well into five-figure territory, but 1963's original HA, the HB introduced in 1966 and the '70-on HC rolled out from 1970 onwards are all still regularly changing hands for well under £5k. We've seen a handful go for more, but they tend to be exceptionally well restored examples or rarer variants.

But look at what the vast majority are fetching at auctions and you'll quickly realise that you're getting a *lot* of classic for your cash; at Brightwells' sale last month a particularly lovely 1965 HA Deluxe with a voluntary, advisory-free MoT valid until next February sold for £4928; earlier this summer a 1978 L-spec model, again voluntarily-ticketed and said to be in 'excellent condition', went for just £3375.

Vivas aren't exactly overloaded with luxuries but that's part of their charm – their light and positive steering, excellent visibility and short-throw, stubby gearchange make them a joy to drive.

The main thing to look out for is rot, particularly as replacement panels are getting harder to get hold of, but with even the best examples seldom changing hands for upwards of £5k you can afford to buy the best – look for a previously restored example with lots of history and then focus on getting out there and enjoying it – it's practical, eminently usable and DIY-friendly.

ONE DAVID FOUND
1973 VAUXHALL VIVA HC, £5250

Haggle a little and we reckon this could be yours within our budget – and it's well worth a look because it looks like one of the better examples out there, having enjoyed a recent recommissioning and spending most of its time since either at shows or being garaged.

▌classiccarsforsale.co.uk

TRIUMPH TR7

JESSE BILLINGTON STAFF WRITER

The Triumph TR7 is the overlooked final entry into the TR series, famed for its wedge-of-cheese design and troubled production. Its popularity has enjoyed more swings and roundabouts than a fairground, resulting in a diverse array of conditions of cars on the market.

At the same time, the generational shift of nostalgia moving away from these cars means that prices are again sliding, offering these slices of BL history to a new generation.

I love a basic sports car and the TR7 fills that demand sweetly. While I don't own one myself, I find myself rather drawn to them and admire the rallying antics of Tony Pond in TR7 V8s. I have even had the chance to poke around a Unipart-liveried rally chariot, preserved immediately post stage, pencils still present in the navigator's door-mounted pencil-case. Surreal.

If you're looking for an enjoyable sports car or something to tweak, tune and modify, the TR7 offers a prime platform, especially when you consider that there's a lot of parts available out there that'll help you along. If you're buying now, prices are getting into a very competitive region; at the time of writing, a popular online auction site had a job lot of four listed – two good working cars and two parts cars, all in for £9000 when we checked.

Traditional classic car auction options are also seeing cheaper options away for £3000 or so; a good-looking example at WB & Sons had an estimate of just £2500-3500.

There are a good few top-condition cars out there now, but well-kept original examples are plentiful and constantly trickling to market, depressing prices.

V8 examples of the TR7 naturally command a higher price, while the very limited Sprint takes top dollar.

For cheap sports car thrills with a brilliantly 1970s aesthetic, you'll be hard pushed to find anything more appropriate than the TR7.

ONE JESSE FOUND
1982 TRIUMPH TR7 SPRINT CONVERTIBLE, NO RESERVE

This isn't a factory Sprint; none of the originals were drop-tops. This car has been converted to the slant-four and presents immaculately, though the choice alloys are... a choice we might not have made. No reserve though; sorely tempting.

▌angliacarauctions.co.uk

MG MIDGET 1500

MIKE LE CAPLAIN PRODUCTION EDITOR

I should probably declare an interest, here – I owned a Midget 1500 for many years and spent a fortune getting it up to snuff, only to sell it on when a Jaguar XJ6 fluttered its eyelashes at me six years ago. All of which puts me in a good place to extol its virtues as the perfect affordable classic.

No-one is going to pretend that the Triumph engine, Marina gearbox and compromised suspension (this latter introduced on something of a Heath Robinson basis to meet ever more stringent US federal regulations) add up to an MX-5-worrying sports car, and those (also fed-spec) big plastic bumpers do little for the car's aesthetics or unsprung weight.

However, that twin-carb engine musters a surprising amount of torque and the gearbox is a delight to use. Factor in some modern dampers and there's an awful lot of fun to be had from hustling the black sheep of the family along. You'll soon forgive it for lacking other models' A-Series charm when you consider how much money you've saved, too.

The effects of those federal nuisances have paled considerably over the years but while they still dampen values today, the days of good £1500 cars are over; look at auction results over the last ten years or so and all bar a tiny minority fall well below the £10k barrier – but many are close to that upper limit.

Interestingly, though, those that have been tickled to look more like a 'traditional' Midget don't seem to command a premium; witness the 1500 that Mathewsons offered in September… it was up for £1900-2900 but the agreed final price is still marked as 'awaited'.

The kicker with these cars, of course, is that even those with fists of ham can service and maintain them and while rust remains its mortal enemy there's an embarrassment of parts readily available to restore them.

ONE MIKE FOUND

1977 MG MIDGET 1500, £3195

Private sale. Solid but not perfect and finished in a pleasingly unusual factory colour. Plenty spent on it recently with new brakes and improved cooling, said to be solid underneath, smaller aftermarket steering wheel, original wheels, hood looks in good order.

classiccarsforsale.co.uk

MERCEDES-BENZ W201 190/E/D

JESSE BILLINGTON STAFF WRITER

If there was ever a car that's more in-vogue with my generation of classic fans looking for something interesting and useable, on a young person's salary, it has to be the W201 series saloon from Mercedes-Benz.

With nearly two million produced, the Sacco design and top-quality engineering means that there's plenty of them still about. A useable classic, with room for a driver and four friends, plus it's safe and practical. Admittedly, it's a little on the basic side and it was only ever available as a saloon – if you've got a lot of stuff to move, you'll have to plump for the pricier S124.

A prime candidate for Festival of the Unexceptional, the 190 series is just as at home on the show scene now as it is pressed into daily life. Now, prices are at a low point with a range of useable options available for under the £5000 mark online – and the earliest examples are now tax-exempt, too.

Naturally, the Cosworth fettled 16v options demand a significant premium over the base-level examples, the same for the more premium straight-six models – but beyond that, it's just a question of finding one for your price and type of gearbox. Manuals were standard in period, but there was the choice to uprate to a five-speed three-pedal car or the four-speed auto.

There were two grades of petrol four, the 190 and 190E, while a diesel four, the 190D was also a UK market option as a 2.0/2.2-four or 2.5-five, both naturally aspirated though.

An unkempt 2.6 example was found online with a buy-it-now figure of £1850. Good-looking choices elsewhere suggest you can drop as little as £2500 on a decent one. Auction prices follow much the same trend, of the 38 that have been under the hammer since the start of the year, there were 22 we know went for below £5000.

ONE JESSE FOUND

1993 MERCEDES-BENZ 190E 2.0 AUTO, ESTIMATE £4000-6000

Pushing the upper echelon of this, but it is well presented, and the usual weak spots of the arches remain blister free! If it goes unnoticed across the block, it could be away for a competitive price!

angliacarautions.co.uk

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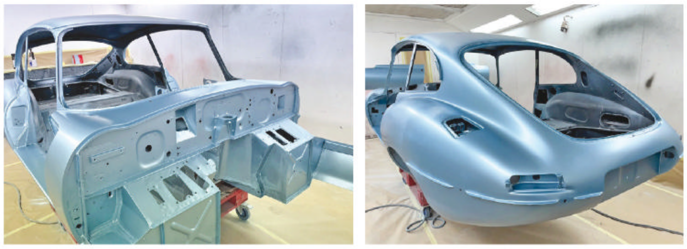

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CITROËN BX

MIKE LE CAPLAIN PRODUCTION EDITOR

The Citroën BX may have shared some of its platform DNA with its conventional Peugeot 405 PSA stablemate, but it always stood out from the crowds back in the day.

Marcello Gandini re-visited his striking 1979 Volvo Tundra concept to create the unmistakeably swooping lines of the car that famously 'loves driving, hates garages'; from its single windscreen wiper to its hydropneumatic self-levelling suspension it brought a whiff of the space-age to a notoriously conservative market sector.

And yet none of that stylistic whizz-bangery came at the expense of practicality; this big, spacious and uncommonly comfortable car swallowed passengers and luggage with equal aplomb – especially if you went for one of the Heuliez-built estates – and positively sipped fuel if it had one of the famously rugged XUD diesel engines under the bonnet.

They were a common sight on the UK's roads back in the day but are rarely seen today outside of shows like the Festival of the Unexceptional, so you'd imagine that survivors would command relatively strong money. Not so; there are aberrations, of course – the restored GTi 16v that Artcurial tried (and failed) to shift at €40-60k back in 2023 springs to mind – but the reality is that you'll struggle to breach four figures even for minters.

Good ones don't hang around at specialists, such as The Chevronic Centre in Hertfordshire, but one word keeps cropping up in descriptions out there in the wider auctions market – 'unsold'. To put it bluntly, no-one seems to want a BX at the moment.

This is unfathomable to Francophile me, though the flip-side is that even good ones are still spectacular value for money. Factor in mechanicals that – suspension aside, and even that isn't as scary as many believe – are relatively straightforward and you can't help but wonder why more classic scene newcomers aren't taking the plunge.

ONE MIKE FOUND
1988 CITROËN BX 14E LEADER, £3495
Private sale. Gloriously basic Leader spec (not even a rear wiper) with a carb-fed 1.4-litre engine and five-speed 'box. Looks in exceptional, original condition inside and out. 72k miles, good history, new tyres, to be sold with a fresh MoT.
classiccarsforsale.co.uk

VOLKSWAGEN GOLF MKII

JAMES PEENE CONTENT EDITOR

As an air-cooled VW owner, when I first needed something with a few more creature comforts to rack up the miles and wanted to keep it in the Volkswagen family I, like many, naturally gravitated towards the Golf MkII. That was several years back, when they were far cheaper and still a common sight on UK roads in daily use.

I bought a big-bumper eight-valve GTi in Calypso Metallic, drove it daily and loved it for its style, build quality and reliability, plus of course, a bit of good old-fashioned badge snobbery – which are all character traits the Golf is renowned for to this day.

Fast forward to present times and prices of MkII GTIs – like all '80's and '90s hatches – have sky-rocketed, so a 'lesser' version, such as a C, CL, GL or Driver can offer the same dependable Golf qualities, but without the performance or price tag associated with its more sporting sibling.

There were several engine options and transmissions on offer when it was new, so if economy is your thing, find a diesel. If shifting is becoming a chore, buy an automatic.

Like the Audi Quatro and Lancia Delta Integrale, the angular, boxy styling is very much of its era but has aged well and it's something buyers of my generation have serious nostalgia for. If you've never owned a MkII Golf, you likely had a friend or member of the family who did. That's because it was (and still is) a quality machine, with three or five doors and a hatchback opening to a decent-sized boot that makes for a practical driver.

I often find myself perusing the online classifieds in the hope of finding a cheap one to hack about in. The MkII Golf has always been a car for all reasons.

ONE JAMES FOUND
1991 VOLKSWAGEN GOLF 1.6 DRIVER £2850
Said to have been lightly restored after sitting for a while, the mechanics and electrics have been gone through, but the bodywork is original and apparently just needed a good polish. Owner has fitted new tyres, exhaust and cambelt too.
classiccarsforsale.co.uk

AUSTIN ALLEGRO

CHRIS HOPE FEATURES EDITOR

Aren't you tired of the jokes yet? I know I am. Over five decades after it first appeared, it's time to brush aside the myths, get over it and regard the Allegro for the unique slice of British automotive history we all (let's be honest) know it to be.

You may be surprised to learn the Allegro has a few unexpected tricks up its sleeve – a set of talents that existing owners have been enjoying for years. For starters, the front-wheel drive Allegro's smooth Hydragas suspension gives it a distinct advantage on modern potholed roads. Add to that superb road manners and soft comfy seats. As the original range brochure suggested, you get 'the spaciousness and luxury of a far larger car'. A lot to like then, especially if, like me, you also have a soft spot for Minis.

Collectors have begun to take notice – especially of early cars and anything with the quartic steering wheel (it was dropped only a year after the car was launched in May 1973). They don't appear very often though, so you may find yourself more likely to be looking at the post-1975 Allegro 2. A lot depends on the car's history, but sound examples go for £3000, with only the most exceptional examples topping £5000. The cheapest way into Allegro ownership is an Allegro 3. You lose the chrome but you'll pay more like £2500 for something decent, which strikes me as something of a bargain, especially when considering these later Allegros benefit from the Metro's A-Plus engine.

Sure, the Allegro would have benefitted from a tailgate, but ease of maintenance, a five-speed gearbox (as fitted to the bigger engines) and what's proven over the years to be decent rust resistance more than make up for that.

ONE CHRIS FOUND
1982 AUSTIN ALLEGRO 3, £2450
Proving my point that you can bag an Allegro for not a lot is this example being sold privately. It has 69k miles recorded, is said to be sound (albeit with bits of rust here and there) plus has had its suspension spheres all round recently replaced.
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BOX 6R	£40,000	694 GBM	£1,800	MO12 TAN	£1,950	RFM 895L	£360	VW 11	£50,000
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BEST SUB-£5k CLASSICS 1980 MGB ROADSTER

SEEING IS BELIEVING

We find out what makes the 'rubber'-bumper 'B one of the smartest sub-£5k classic car deals

WORDS David Simister **PHOTOGRAPHY** Richard Gunn

Chances are that you'll already have a favourite breed of MGB, whether it's the crisp pureness of the early MkI roadsters, – with those delicate door handles you pull rather than press – the shrunken Aston vibe of the 'C GT with its sonorous straight-six, or the tail-out mischief of the later V8s. But the later 'Bs, with their 'rubber' (actually polyurethane) bumpers and resculpted interiors just don't win as many MG devotees over. Which is precisely why we believe they represent such a smart buy.

Get past the weirdly late 'E' registration number of our test car – down to it not being registered until 1987, nearly seven years after the final 'B rolled off the production line – and allow yourself to take a fresh look. Those chunky bumpers might be about as Seventies as Purdey's fringe in *The New Avengers*, but they do give this 'B a squat stance, especially when teamed up with BL's Snapdragon Yellow paintwork.

Those painted 14-inch Rostyle wheels look the part, too – there are plenty of owners who've painstakingly edited these details out in favour of the wire wheels and chrome bumpers of the earlier cars, but if you're going do that you might as well shop around for the real deal. With values of the later cars creeping up, it makes less sense to fork out for this cosmetic fiddling, especially when even with the aesthetic overhaul the 'B is still a handsome companion.

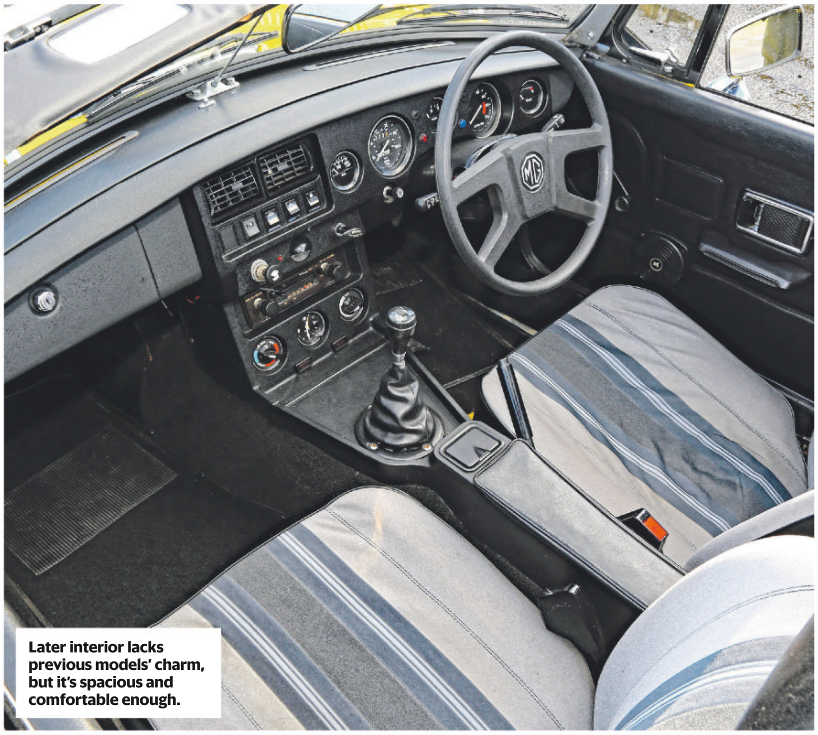
The only let-down is the interior, which hasn't aged as well as the bluff-fronted exterior. BL's choice of chunky, hard-wearing plastics for the updated dash mouldings might have brought Abingdon's then ageing sports car a little more up to date, but it lacks the romance of the earlier cars' rocker switches, and while you're still met by an armada of Smiths dials when you hop in, the typefaces just aren't as enjoyable to read. But these are minor quibbles in an MG that still has so much to offer, especially when you can still pick good ones up for lesse than £5k.

Flick the key and you're still greeted with that deliciously deep burble that emanates from any MGB equipped with the twin-carb B-Series that Abingdon intended – not loud enough to upset whoever's in the passenger seat, but vocal enough to let you know that it's still a proper, dyed-in-the-wool sports car.

The gearbox is the familiar four-speed manual with overdrive on third and fourth, although the latter is now accessed via a nifty switch atop the gearlever rather than a switch on the dashboard. Swapping between cogs is a tactile delight, too, with the gearlever having a short, snappy throw that lends itself perfectly to the 'B's character.

Critics in period bemoaned BL's decision to raise the ride height by 1.5 inches (done by putting more camber in the half-end elliptics) and its effect on the car's handling, but while there is a little more discernible roll going into corners, it's only when you really push it that you'll notice any increase in roll-on oversteer.

Even with all the Seventies accoutrements this 'B still has everything that wind-in-the-hair thrillseekers love about MG's biggest seller – it'll still do everything you ask of it, and it does with such a sense of excited eagerness, making even the most mundane of outings into an adventure.



Later interior lacks previous models' charm, but it's spacious and comfortable enough.

Venerable B-Series is no fireball, but majors on torque and has a mellifluous soundtrack.

WHAT TO PAY

PROJECT £750-1500 | USABLE £2500-4000 | GOOD £3500-8000 | CONCOURS £6500+ | PRICE WHEN NEW APPROX. £5000

An all-rounder that's often overlooked? That'll be the MGB.

FIVE TRIALS

We enjoy the MGB and put it fully to the test

1 DAILY DRIVING

There's no reason why you couldn't use an MGB roadster every day – in fact, we know plenty of *Classic Car Weekly* readers who still do. Even in tight spaces it's easy to manoeuvre (and aftermarket power steering conversions are readily available for those who want to make it really easy), visibility is good (especially with the hood down) and there's plenty of room in the boot for luggage. On a good run it'll be knocking on the door of 30mpg too, so there's no need to wince at the pumps. It's also straightforward enough to install a modern in-car entertainment head unit if that adds to your enjoyment.

2 IN THE SERVICE BAY

It's all thoroughly sensible BMC and BL technology beneath the bonnet, and there's plenty of space around the components to make working on one relatively straightforward. All you'll need is a fairly basic toolkit with a good selection of spanners. The great thing with the 'B is that its vast following makes it well supported by both clubs and specialists, and you can order virtually everything – right up to a replacement bodyshell, believe it or not – off the shelf. Most of the mechanicals are straightforward, so focus on making sure the bodywork is in good order when buying your own 'B.

3 ON THE SHOW CIRCUIT

It's hard to think of a show that wouldn't welcome the MGB roadster into its ranks (okay, perhaps bar Japfest and the London to Brighton Veteran Car Run). Both the MG Owners' Club and the MG Car Club have very proactive regional branches that attend virtually all of the nation's classic shows. We'd strongly recommend joining either as both offer everything you could ask for, from evening pub meets on your doorstop to big gatherings that attract thousands of MGs. Both clubs will be at the Lancaster Insurance Classic Motor Show at the NEC next month – go and have a chat.

4 THE LONG WEEKEND

Take it from an owner who's taken his own 'B to Glencoe and back – this car will happily lap up long-distance adventures. It's here where the overdrive unit fitted to later cars really comes into its own, because it makes motorway cruising at a touch over 70mph far easier on your wallet (and ears) with the B-Series chatting away happily at just over 3000rpm. The more practical GT's a better bet for this sort of work, with more headroom and luggage space, but the Roadster is just as happy if you pack carefully. There's also always the option of adding a luggage rack to the bootlid as well.

5 THE B-ROAD BLAST

It's when you approach the MG's old mate, the corner, that you realise that the later 'Bs aren't nearly as bad as some armchair critics might have you believe. It might not be as crisp as the more delicate MkI roadster, but even the very last 'Bs are a joy through the bends, with plenty of feedback through the steering, a delightfully positive gearchange and plenty of composure through the corners. There's a tiny bit more roll through the corners and anyone used to Elan-esque immediacy will want to look elsewhere, but for many motorists the'B will keep you entertained for hours.

MGB HISTORY

1962

Launched at the Earl's Court Motor Show in October is the MGA's replacement, the MGB. The press loved it.

1974

American safety standards force the MGB range to enter the rubber bumper age.

1976

Sexy striped nylon seats are now standard. The 'Bs also get a new centre console. Overdrive switch now found on top of the gear knob.

1979

September 10: BL announces the end of MGB production and the closure of the Abingdon factory.

1980

The last MGB rolls out of Abingdon. Over nearly two decades more than half a million 'Bs were produced.

ENGINE 1798cc/4-cyl/OHV **POWER** 95bhp@4750rpm **TORQUE** 110lb ft@3000rpm **MAXIMUM SPEED** 106mph **0-60MPH** 13sec **FUEL CONSUMPTION** 24-28mpg **TRANSMISSION** RWD, four-speed manual with overdrive

BUYING TIPS

1 IS IT THE REAL DEAL?

Post-'74 cars including V8s all had the polyurethane bumpers as standard, but plenty have been converted to take the earlier chrome fittings. There's nothing wrong with the changes but beware unjustified premiums.

2 CHECK THE ENGINE

The B-Series is a tough old bird if it's looked after, but make sure the oil pressureis at least 15-25psi at idle when warmed up, and at least 50-60psi when on a cruise. Watch out for blue exhaust smoke when applying the throttle, which can indicate worn valve guides and stem seals.

3 LOOK FOR ROT

Check carefully for corrosion – the sills, castle sections, wheel arches and valances are all prone to rot, particularly on cars that haven't been garaged. Bubbling paintwork, particularly around the bottom of the windscreen and around the rear bodywork, are red flags.

4 LISTEN FOR WHINES/BUMPS

A whining from the rear end is generally down to one of the Universal Joints drying out – it's not a big job to get them greased or changed altogether, but don't ignore in the long-term.

THE CCW VIEW

Dismiss this because it's not quite as pretty as its chrome-snouted predecessor at your peril – the 'rubber' bumper 'Bs offer 95 per cent of the charm, good looks and spirited handling, but at substantially lower prices.

It's not a classic that's going to stop showgoers in their tracks but there's a reason why so many sports car devotees swear by them – they're fun to drive, getting parts is a doddle and there are two thriving clubs and a small army of specialists to support these cars.

Best of all, prices aren't on the march and there's plenty of choice in terms of private buys and auction lots, even with a modest £5k budget, which is why we're all in agreement that it offers the best value when it comes to affordable classics.

Go ahead and start flicking through *CCW*'s classifieds. You won't regret it…

LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

Aston enjoyed a quick stop en route during the MG Ratrae Run.

OUR CLASSICS

GOSH, THAT WAS EASY!

At last our man McCann's found something that he's (almost) good at...

OWNED SINCE
September 2022
MILEAGE SINCE LAST REPORT 162
TOTAL MILEAGE 36,496
LATEST COSTS £457

RICHARD McCANN
CONTRIBUTOR

1973 ASTON V8

I recall a specialist telling me that it's quite possible to drop £100k when bringing an Aston Martin V8's bodywork back to top condition. So before I bought my car, I was careful to verify that the body restoration had been completed to a high standard by a marque specialist who had cut out any corrosion and restored as original. Hence the underside looked like new.

But of course, I'm driving the car regularly. Not on salted roads, admittedly, but that's no excuse to not keep it looking 'up to snuff' underneath as well as on top.

I've looked at loads of anti-rust products and firms offering to treat the underside, but the classic Land Rover boys know a thing or two about rust prevention and they were extolling the virtues of lanolin treatment. Then I visited a top-end classic dealership and saw them treating the undersides of cars with it.

There are several brand names making the stuff, but they all seem pretty similar to me. From what I can tell, lanolin-based undercoatings are great for older vehicles, as they can penetrate existing rust and slow its progression while apparently being harmless to plastics, plus painted and enamel finishes.

After selecting a supplier, I ordered some lanolin – and I wasn't looking forward to applying it. I'm pretty messy at best of times but – while this isn't a job to do wearing your best suit – it's actually a clean process. Using the small, light spray nozzle it's easy to get above and behind the wheels and under the lips of the 'arches.

When it's on the lift at the next service I'll remove the wheels and also do the underbody, but for now I'm delighted with the lovely silky sheen. People say 'it only lasts a year or two'; but since it's cheap and easy I can even do it twice a year if necessary.

Just before dropping the car in to the Aston specialist for its last annual service, I had a rare brainwave. Thinking back to my time with my old 996-gen Porsche 911, that car had been to the moon and back so I used to have regular oil sample analysis to check bearing condition and so on. In fact, the results showed wear commensurate with an engine that had done maybe 30k miles – very reassuring, excellent preventative maintenance and super history for when I eventually sold the car.

How do you feel about the state of your engine? How much wear is on your rings, bores, cam, tappets or crank? It's a question that grabs us all from time to time, particularly when some bright spark comes over to you as you leave a show with the words: 'You blew a bit of oil smoke when you started up mate! That's not far off the breakers...' Is he joking? Would you rather not know?

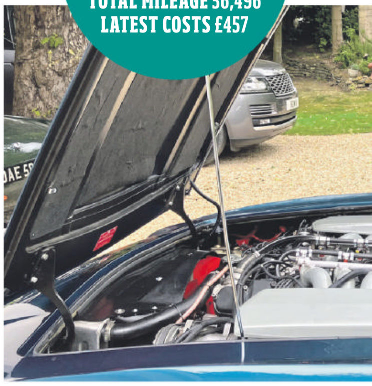
This Aston's engine is low mileage and was carefully rebuilt by top people at Rikki Cann Aston Martin, but it's more than half a century old, so I'm interested to know what the motor's condition is like.

I'm not thinking of being parted from the Aston anytime soon, but I remembered the oil analysis and decided to send off a sample. It's not a difficult process. I bought the test kit online, and in a couple of days I received a small sample pot, a syringe and tube, and a label and posting tube.

I had to warm the oil by taking the car for a drive, then flipped the oil filler, inserted the tube and drew up a sample, then expelled into the sample pot and posted off to the lab. In just a few days the analysis came back with a full spectrochemical breakdown of the oil, starting with carbon and soot deposits and running through checks on iron, chromium, aluminium, copper, lead, tin, nickel, silicon and boron, as well as vanadium, which is likely to have come from a turbo, plus calcium, phosphorus, zinc, magnesium and barium, which are the additives usually found in classic oils.

Much like a blood test analysis, the lab not only give the parts per million PPM of each metal, but supply an ideal level to highlight if your own engine is excellent, acceptable or has a reading that might be a cause for concern. For example, more than 20PPM of chromium flags up possible piston or bearing wear, while more than 50PPM of Boron suggests that antifreeze may be present in the oil – and we all know what that means!

In the case of the Aston, everything was nicely within 'new car' limits with only one 'less than perfect flag' on the lead level which – at only 70ppm – is still well below the 100ppm recommended for a modern car and the 300ppm shown by many classics, particularly while running in a recently rebuilt engine. Very reassuring and money well spent!



Richard exchanged stories with Morten Hoel, who drove his V8 from Oslo, Norway.

Sample collected and ready to be sent off.

TEMPTING FATE

As our markets editor Richy has aptly demonstrated this week, it's never a good idea to tempt fate by asking silly questions like 'what else can go wrong'? Still, it does sound like he has been rather unlucky.

CHRIS HOPE FEATURES EDITOR

p28

Keepers: Super speedy swede that has its owner smitten

Never miss an issue! Find out how to subscribe and save cash

p12

p26

Next Week: Our V8 Aston goes on an aviation adventure

Richard applies his recently-purchased lanolin-based undercoating to the Aston.

Err, shouldn't you be wearing your overalls for this, Richard?

Richard collects a sample of oil ready for analysis.

There's been much detailing and the Isuzu's appearance has improved, but the wheels still haven't been refreshed.

JUST WHAT ELSE CAN GO WRONG?

RICHARD BARNETT
MARKETS EDITOR

1996 ISUZU TROOPER 3.1 LWB

After the water pump and radiator failure in Barmouth I hoped everything that everything that could fail on the Trooper had done so. How wrong I was, because it has a canny way of leading me into false hope, giving the impression that yes, all's good and we can go on some decent long journeys. Well, certainly beyond Carmarthenshire.

But no, because once again, within a month or so of getting it back, it was time for it to mock my confidence again. Maybe I tempted fate because when collecting it from S&S Garage after the water pump and radiator had been replaced I commented on what would be next – would it be the clutch?

Now you know where this is going, but not quite as directly as you might imagine. Just five or so weeks after the radiator repairs I was taking the road test terrier down to the local country park but gear selection on the driveway was difficult to say the least.

Thinking perhaps it was my imagination we set off the four miles and gearchanges really were tricky. After the hound's walk it was a case of selecting first, starting, driving off and hoping that if I could get it into third that would at least get me to S&S for a diagnosis. They called a day later saying the mighty Trooper was ready for collection. So what was the culprit? Sue, who works in S&S's reception, told me the slave cylinder had given up the ghost. Diagnosed and sorted out, all seemed good, but could I have had hexed things as I left?

"What's next, the clutch?' was my parting line. Sue responding with 'don't say that!', but yes, three weeks later, heading over the hills back from Carmarthen it was clear the clutch really was going home.

The rev counter told me all I needed to know regarding clutch slip and off the Isuzu went to Ferryside Garage, S&S's Steve having a full workload for the foreseeable.

I've known the owner Jed for a good few years. Hopefully he'd be able to work some magic on the Isuzu and ensue there'd be no more aggravation. Well, at least until the MoT test expires next month!

I also asked him to sort out the dashboard's four-wheel drive indicator that remained illuminated even with the front differential disconnected, and get to grips with the radio reception – I like a bit of radio accompaniment on my travels and this was an essential.

And as I write this, I have an Isuzu that works thanks to the new clutch. I have radio reception too courtesy of a working aerial.

It's all good... so far. Could the Trooper now be fault-free? Fingers crossed that's the case.

Richy now has radio thanks to a replacement aerial.

Three centre vents – needed in the recent hot weather.

OWNED SINCE September 2024 // **MILEAGE SINCE LAST REPORT** 521 // **TOTAL MILEAGE** 179,363 // **LATEST COSTS** £2000

THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR

1998 TOYOTA Avensis
Booked in to have its timing belt replaced, roughly 100k miles after it was last done back in 2016. The water pump's already been done, though.

MIKE LE CAPLAIN
PRODUCTION EDITOR

2001 MGF 1.8i
First top-down run in a long old while in beautiful autumn sunshine has reminded me why I keep this daft old thing going.

CHRIS HOPE
FEATURES EDITOR

1964 MORRIS Mini MkI
Still drying out from the Peak District deluge it was forced to endure during a weekend away. Made its protest known via intermittent wipers.

JAMES PEENE
CONTENT EDITOR

2003 VOLKSWAGEN Caravelle
Had a few hours spare on the weekend so finally got the radiator pack in the T5. I just need to connect all the pipe work now.

JESSE BILLINGTON
STAFF WRITER

1979 MG Midget 1500
The MG moves under its own power. It's been to a friend's workshop for a session on the rolling road to bed in and dial in the carbs too.

RICHARD GUNN
SENIOR CONTRIBUTOR

1980 VANDEN PLAS 1.5
Intrigued to find the large oil stain under the VdP is now strongly resembling an image of its creator, Harris Mann. It's a BL miracle!

JAMES SADLIER
SENIOR CONTRIBUTOR

WATCH THIS SPACE...
The local garage that I've previously used to work on my Polo has let me know of an Audi TT that's come up for sale. Next step – go see the car.

NICK LARKIN
EDITOR-AT-LARGE

2003 MG ZR
Still can't get hold of a moulding strip that goes from the driver's door to rear wheelarch, preferably in British Racing Green. Can anyone help?

ALSO ON THE FLEET
David Brown 1999 Rover 200 BRM.
John Lakey 1984 Opel Monza.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townshend Austin 7 Special.

KEEPERS 1994 VOLVO 850 T-5R

'YOU JUST DON'T SEE MANY OF THEM'

Adam had been hankering after a T-5R since his twenties and was thrilled when he finally bought his vivid-coloured eample

WORDS Matthew MacConnell

ADAM KAY
LINCOLNSHIRE

'I bought this Volvo in 2004 after seeing a press picture in the Volvo Owners' Club magazine in the 1990s; I thought I must have one at some point.

Brand-new they were quite expensive – well, for me at least. I was in my twenties, so I waited. Eventually, I bought a phase 1 Volvo 850, which I kept for about 18 months or so, and this meant entry to the Volvo Owners' Club where I spotted a lot of T-5Rs at the various meets and events that the club attended.

'I began looking at cars again, including the 850R, but I just wanted a fast Volvo and the T-5R ticked all the boxes. I spotted a saloon in Lancaster with a little over 95,000 miles on the clock and reached out to the seller who brought it from Scotland to meet me halfway.

'The underside was caked with rust, and it had green algae, but I bought it regardless for £5000. However, a few hours of elbow grease brought it back to its former glory. Unfortunately, I scratched the bonnet with the garage door, which eventually oxidised, resulting in a headache come repair time.

'Not long after I bought it, my partner and I drove it from the UK to Paris. We carried on to Düsseldorf, Germany, before heading back to Belgium and the UK; we covered 1500 miles in one week. The only issue I had was a loose windscreen wiper during heavy rain.

'I've owned the 850 for 20 years and I've so far put 30,000 miles on it.

'It was also at the NEC's Lancaster Insurance Classic Motor Show in 2006, but in 2013 I had it resprayed because of rusty front wings, and I was fed up of using T-Cut.

'I decided to have it re-sprayed in the original colour but the company I used didn't quite put enough yellow in the paint mix that they used. It took me three or four visits to the spray shop until I was finally happy; it dampened the process a bit. Interestingly, it was scanned with a spectrophotometer, which showed a 99 per cent colour match but that one per cent is still enough to distinguish between the two yellows.

'The underside was recently rustproofed, and I also had rust cut out the roof edge; the company welded the car well, but sadly, living in Boston in Lincolnshire means there are few automotive trades that I can trust the car with.

'The wheels were refurbished rather poorly back in 2005, and I had these painted instead of powder-coated.

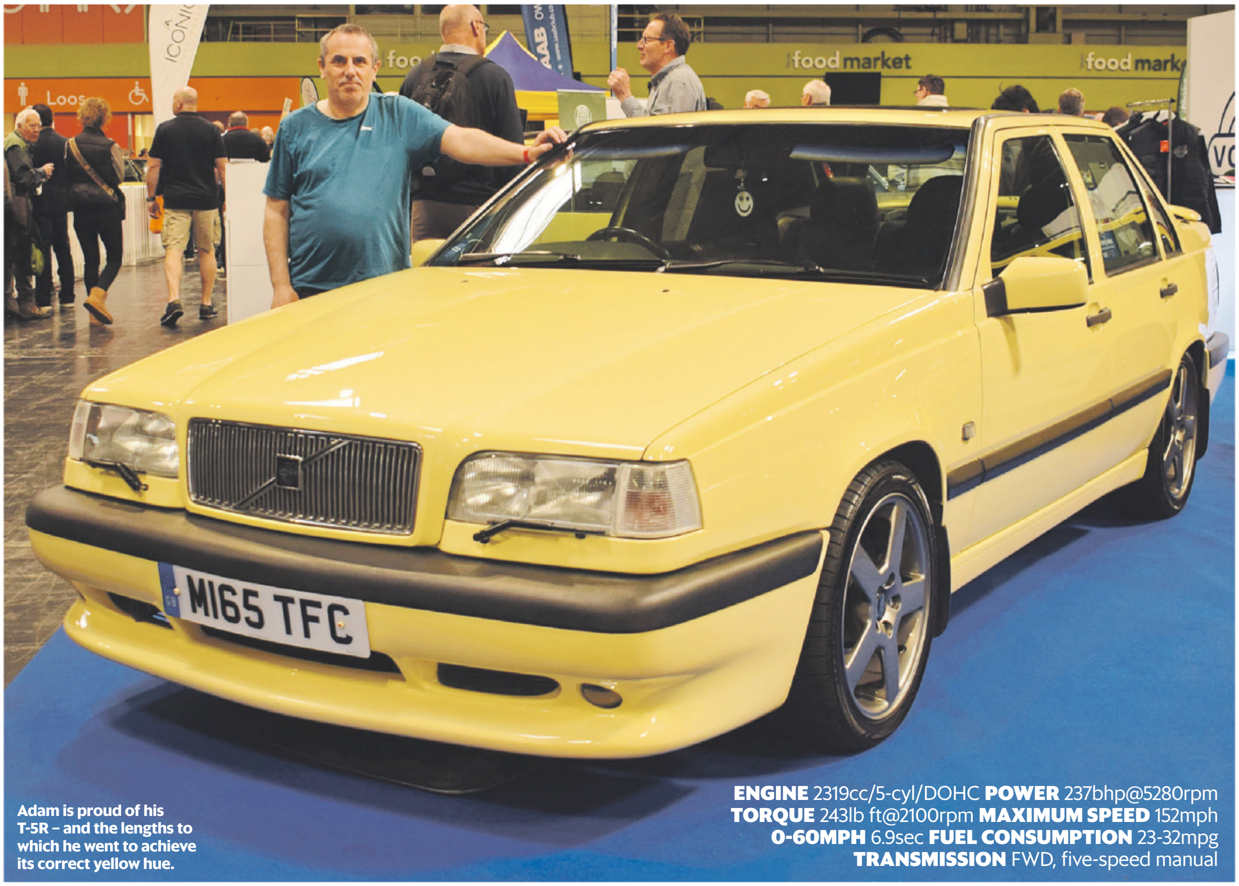
'I don't have any major plans for it in the future. I'll keep it the way it is and continue to polish and take it to shows with the odd drive here and there.

'You don't see many of these now, and the 850R is often in the spotlight, meaning the T-5R is quite the rarity. But because I spotted these when I was younger and told myself I'd eventually have one, I have quite an emotional attachment to this car, and I always tell my other half: "You'll have to bury me in it".

'In all seriousness, though, I have said to her that if I do go, the car must go to an enthusiast. But she'll probably just sell it.'

CLUBS & SPECIALISTS

- **Volvo Owners Club.** volvoownersclub.org.uk
- **Brookhouse Volvo Parts,** Suffolk. 01473 218806, classicvolvoparts.co.uk
- **European Tuning,** Netherlands. +31 6 47880756, europeantuning.com
- **Millers Garage,** Berkshire. 01635 46757, millersgarage.co.uk
- **Noridcar,** Netherlands. +31 72 5753202, nordicar.com
- **ScandCar Volvo Garage,** Netherlands. +31 13 5134033, classic-volvo.com
- **Seymour Horwell,** Devon. 01626 352545, seymourhorwell.com



Adam is proud of his T-5R – and the lengths to which he went to achieve its correct yellow hue.

ENGINE 2319cc/5-cyl/DOHC **POWER** 237bhp@5280rpm
TORQUE 243lb ft@2100rpm **MAXIMUM SPEED** 152mph
0-60MPH 6.9sec **FUEL CONSUMPTION** 23-32mpg
TRANSMISSION FWD, five-speed manual

THE HIGHLIGHTS AND LOWLIGHTS

FORMER GLORY
'My T-5R returning to the NEC Classic Motor Show for the first time in six years was a big moment for me because it had just been re-sprayed; they literally finished spraying it the night before set-up day. I really enjoy these events.'

ELBOW GREASE
'This is the car being re-sprayed. It also had two new wings fitted because of tin worm. One wing was rusted right through while the other had a complete piece fall off after being removed from the car. Oddly, both wings rotted in the same area.'

FROM 25 TO 30
'The original plan was to celebrate the T-5R's birthday at the 2020 NEC Classic Motor Show but Covid struck so we marked its 30th. Technically the Europeans would celebrate it in 2019 and 2024; they got the T-5R the year before the UK.'

WHAT WE RECKON

'I think this era of Volvo holds the trophy for "best-looking R". There's just something cool about them, especially when they're equipped with meatier engines. Adam's has been on quite the journey. He christened it by driving through Europe and battled the tinworm. I'd be tempted tune it; throatier exhaust, intake tweaks and perhaps a little more power but Adam's done a great job of maintaining his rare beast.'

MATTHEW MacCONNELL
CONTRIBUTOR

COSY CAR STORAGE

- NEW fully insulated car storage building
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Classics

— At Hobbs Parker Car Auctions

Lot 909 - 1966 Morris Minor 1000 Traveller

Lot 939 - 1969 Ford Escort 8cwt D/L MkI Van

Lot 962 - 2000 Jaguar XK8 Convertible Auto

Lot 974 - 1972 Triumph GT6

Lot 950 - 1984 BMW 320i Baur Convertible E30

Lot 978 - 2000 Ford Mondeo Ghia X Auto

Lot 923 - 2003 Bentley Arnage R Auto

Lot 972 - 1973 MG B GT

Lot 920 - 1964 Jaguar Mk2 3.8 Manual

Lot 925 - 1983 Rolls Royce Silver Spur

Lot 929 - 2000 Jaguar XKR 4.0 Convertible Auto

Lot 924 - 2007 Bentley Continental GT Auto

Lot 975 - 1967 Sunbeam Alpine

Lot 979 - 2000 Mercedes CLK55 AMG Auto

Lot 952 - 1977 Rolls Royce Silver Shadow II

Lot 1019 - 2002 Mercedes S320 CDi Auto

Lot 1014 - 1996 Jaguar XJ6 3.2 Auto

AUTUMN AUCTION
OCT
15

Our Autumn Classic Auction takes place from 12 noon on Wednesday 15th to Thursday 16th October 2025.

Enter your classic today!

ENTRIES CLOSE 10th October

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hobbs parker Classic Car Auctions

Contact James Johnson:

07786 927557

classiccars@hobbsparker.co.uk

01233 506266 www.**hobbsparker**.co.uk/cars Ashford Market | Orbital Park | Ashford | Kent TN24 0HB

SWVA CLASSICS

AUTUMN CLASSIC & PERFORMANCE AUCTION

LOT 68 – 1972 LANCIA FULVIA 1.3 S
EST: £9,000 - £11,000

LOT 83 – 1992 TOYOTA MR2
EST: £2,250 - £3,250

LOT 71 – 2000 GINETTA G20
EST: £7,600 - £9,600

LOT 77 – 1977 MERCEDES 280E W123
NO RESERVE

LOT 80 – 1958 MG MAGNETTE ZB VARITONE
NO RESERVE

LOT 74 – 1982 CITROEN 2 CV6
EST: £3,500 - £4,500

LOT 9 – 1987 BMW M5
NO RESERVE

LOT 76 – 1968 VOLKSWAGEN BEETLE 1300
EST: £4,000 - £5,000

LOT 63 – 1975 FORD ESCORT MK 1 PANEL VAN
EST: £7,000 - £9,000

LOT 79 – 1997 MERCEDES SL 320
EST: £4,000 - £5,000

LOT 49 – 2005 PORSCHE CAYMAN 3.4 S
EST: £6,500 - £7,500

LOT 6 – 1989 BMW K100 RTIC CAFE RACER
EST: £500 - £1,500

LOT 38 – 1954 RILEY RME 1.5 LITRE
EST: £3,000 - £4,000

LOT 25 – 1994 PEUGEOT 205 MARDI GRAS
EST: £1,500 - £2,500

LOT 16 – 1967 MG ZT 260 V8
NO RESERVE

LOT 27 – 1995 PEUGEOT 306 ROLAND GARROS
EST: £2,000 - £3,000

LOT 61 – 1933 AUSTIN SIX WESTMINSTER
SUBMIT HIGHEST BID

LOT 70 – 1974 SUZUKI GT750
EST: £3,000 - £4,000

LOT 47 – 1985 FORD SIERRA XR4X4
EST: £4,500 - £5,500

LOT 23 – 1983 MORRIS ITAL 575 VAN
EST: NO RESERVE

LOT 44 – 1987 AUSTIN MINI 1000 CITY E
EST: £5,500 - £6,500

LOT 20 – 1982 MERCEDES G-WAGEN 300 GD M2
EST: NO RESERVE

LOT 43 – 1976 MERCEDES 350 SL
EST: £5,500 - £6,500

LOT 22 – 1966 INNOCENTI LAMBRETTA SX200 REPLICA
EST: £1,500 - £2,500

LOT 59 – 1995 VAUXHALL CORSA MERIT AUTO
EST: £1,000 - £2,000

LOT 58 – 2002 FORD FIESTA GHIA ZETEC S
EST: £2,000 - £3,000

LOT 1 – 1979 MG B ROADSTER
NO RESERVE

LOT 24 – 1995 JAGUAR XJ 4.0 SOVEREIGN
EST: £1,200 - £2,200

LOT 14 – 2000 MG MGF
NO RESERVE

LOT 81 – 2003 SMART ROADSTER BRABUS CONV
EST: £2,000 - £3,000

CONTACT OUR SPECIALIST

OWEN SHEPHERD

CLASSIC CAR SPECIALIST & AUCTIONEER

☎ 01202 745466 ✉ CLASSICS@SWVA.CO.UK

THURSDAY 30TH JULY AT 10AM

BIDDING REGISTRATION OPENS: 23/10/2025 AT 9AM

VISIT WWW.SWVA.CO.UK FOR MORE INFO & THE FULL SALE CATALOGUE

LOT 11 - 1985 RELIANT SCIMITAR SS1
EST: £1,500 - £2,000

LOT 65 - 1968 FORD MUSTANG 302
EST: £12,000 - £14,000

LOT 66 - 1978 MG B ROADSTER
EST: £3,000 - £3,500

LOT 54 - 1984 ROVER SD1 2600 VANDEN PLAS
EST: £4,500 - £5,000

LOT 53 - 1964 WOLSELEY HORNET MK II
EST: £6,000 - £7,000

LOT 41 - 1981 LAND ROVER SERIES III 88" 4 CYL
EST: £4,500 - £5,500

LOT 46 - 1947 ARMSTRONG SIDDELEY HURRICANE
EST: £9,000 - £11,000

LOT 36 - 1955 STANDARD TEN
EST: £4,000 - £6,000

LOT 17 - 1967 TRIUMPH HERALD 1200
EST: £2,000 - £2,500

LOT 13 - 1978 CADILLAC COUPE DE VILLE
EST: £4,000 - £5,000

LOT 57 - 1970 ROVER P5B 3.5 LITRE
EST: £5,000 - £7,000

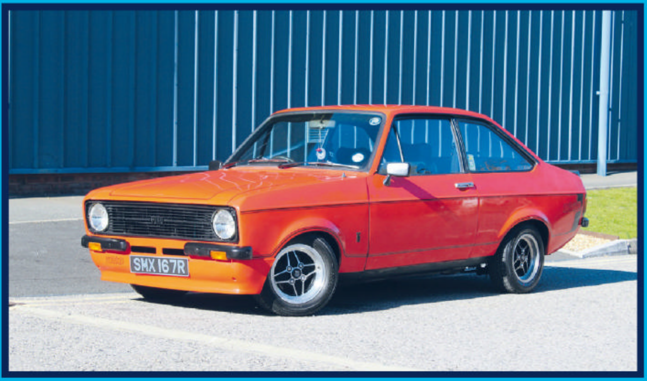
LOT 56 - 1967 MG B GT
EST: £4,000 - £5,000

LOT 47 - 1985 FORD SIERRA XR4X4
EST: £4,500 - £5,500

LOT 23 - 1983 MORRIS ITAL 575 VAN
EST: NO RESERVE

LOT 44 - 1987 AUSTIN MINI 1000 CITY E
EST: £5,500 - £6,500

PICK OF THE WEEK


LOT 64 - 1977 FORD ESCORT RS MK2 MEXICO
EST: £18,000 - £20,000

LOT 62 - 1998 BENTLEY ARNAGE 'GREEN LABEL'
EST: £9,000 - £11,000

LOT 52 - 1971 TRIUMPH TR6
EST: £5,000 - £7,000

LOT 41 - 1972 ROVER P6 2000 TC
EST: £3,500 - £4,500

LOT 20 - 1982 MERCEDES G-WAGEN 300 GD M2
EST: NO RESERVE

LOT 43 - 1976 MERCEDES 350 SL
EST: £5,500 - £6,500

LOT 75 - 1969 JAGUAR E-TYPE SERIES II 2+2
EST: £25,000 - £30,000

LOT 39 - 1979 MG B ROADSTER
EST: £2,500 - £3,500

LOT 37 - 1967 MG MIDGET
EST: £3,000 - £4,000

LOT 42 - 2003 BMW M3 CONVERTIBLE
EST: £6,000 - £7,000

LOT 32 - 2006 PORSHCE BOXSTER (987) 2.7
EST: £5,750 - £6,750

LOT 35 - 1974 MARLIN ROADSTER
EST: £1,500 - £2,500

LOT 45 - 1926 FORD MODEL T TWO SEATER
EST: £7,500 - £8,500

BUYING & SELLING

Finger on the pulse of the auction, dealer and private markets

THE WEEK IN DEALS

RICHARD BARNETT'S WEEK OF MONITORING THE CLASSIC MARKET

FRIDAY

There's something just so right about post-war Riley saloons: They were well built, albeit with pre-war methods, and boasted quality engineering; they look great too and while I might not think he's right, a friend of mine once said there's something same-age Lancia-esque about them.
If you fancy one of these fine saloons in project form, look no further than ACA's 1-2 November sale. It has a 1953 RMF barn-find showing 92,000 miles, with MoT-test certificates from 1968 to 1973 when it was taken off the road. Part of deceased estate, it's offered with no reserve in 'barn-find' order and deserves saving.

SATURDAY

Among the early lots at Historics' last 2025 sale at Mercedes-Benz World is a no-reserve Honda Insight, the proceeds from which will be going to the 'Make 2nds Count' cancer charity. Historics says it's a UK-market model that's in great condition and has a comprehensive service history. It's been garage stored, the batteries have been on continual charge and it recently had a light service.

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BMW COLLECTION FOR SALE

One man's stash of performance BMWs is heading to auction

THE BIG STORY

A unique collection of 22 BMW M-powered cars from a single owner are heading to auction in Germany later this month.

Consigned to RM Sotheby's auction at Munich's Motorworld Show on 18 October, all of the cars in what has been called The Best of M Collection will be offered without reserve.

RM Sotheby's consigning specialist Anders Bilidt informed *CCW*: 'Single-owner BMW collections such as this have always performed very well in our Munich sale.

'With such a fantastic variety of M cars including icons such as the BMW M1, we are expecting a great deal of interest both from local enthusiasts and internationally.

'The cars are going to auction in order to expand the consignor's hypercar collection, but one man's loss is another's gain, and these cars offer an incredible opportunity to acquire some of the best-kept examples of the Motorsport division's most iconic models'.

'It's the quality of The Best of M Collection that really sets it apart. Every car is presented in stunning condition, many boast only one owner and low miles, and all 22 of them have been serviced within the past 12-months.

The oldest car in the collection is a 1975 BMW 2002 Turbo. Estimated at £85,000-120,000 it is one of 1672 examples of the celebrated, forced-induction sports saloon – the first European car to be factory-fitted with a turbocharger.

Finished in Chamonix white with tricolour BMW Motorsport livery, it's a matching-numbers example in the desirable late-model specification which includes a central exhaust and a rare, five-speed dogleg manual Getrag gearbox.

Five years younger is a rare 1980 BMW M1. Restored by Formula GT in Munich between 2016-2018 at a cost of €93,000 (£80k), it's expected to sell for £435,000-500,000. With known ownership history from new, it was originally delivered via BMW Kohl of Germany in May 1981 and later formed part of a Spanish collection for 16 years.

Buyers keen on disappearing doors will pleased to see 1990 BMW Z1, one of 8000 produced, in the sale. It's a rare opportunity to acquire an as-new specimen because this one has covered just 63km (39 miles) from new; as such it carries an estimate of £80,000-105,000.

A 2007 BMW Z4 M Coupe joins it at the sale with a higher – but admittedly still low – odometer reading, having covered 27,050km (16,408 miles). Finished in Black Sapphire Metallic over an Imola Red Nappa leather interior, it's expected to find a new owner for £50,000-70,000.

An much brasher Phoenix Yellow 2002 BMW Z3 M Coupe is estimated at £70,000-85,000. One of 12 produced with the desirable S54 3.2-litre straight-six engine, it shows just 7549kms (46,000 miles).

A 2003 Alpina Roadster V8 is guided at £260,000-330,000. Just 555 of these BMW Z8-based machines were built, 450 of which exported to the United States. Of the remaining 105 cars, this – the 66th example – was configured in Titansilber over a Red Nappa leather interior featuring black inserts and was delivered new to Switzerland in May 2003. At the time of cataloguing it was displaying just 19,567km (12,158 miles).
rmsothebys.com

THE UK'S LATEST AUCTION DATES

2026

All dates correct at time of this week's issue going to press

8-9 OCTOBER Mathewsons: Thornton-le-Dale, North Yorkshire.
■ **01751 474455** ■ **mathewsons.co.uk**

11 OCTOBER Barons Manor Park: Marchwood.
■ **0238 0668413/8409** ■ **barons-auctions.com**

15 OCTOBER H&H Classics: Buxton, Derbyshire
■ **01925 210035** ■ **handh.co.uk**

17-18 OCTOBER Manor Park Classics: Runcorn.
■ **0161 697 5223** ■ **manorparkclassics.com**

23 OCTOBER Charterhouse, Haynes Motor Museum, Sparkford.
■ **01935 812277** ■ **charterhouse-cars.com**

25 OCTOBER WB & Sons: Killingworth, Newcastle-upon-Tyne. ■ **0191 268 9011** ■ **wbandsons.com**

30 OCTOBER SWVA: Poole, Dorset
■ **01202 745466** ■ **swva.co.uk**

31 OCTOBER Bonhams: Golden Age of Motoring, London ■ **020 7468 5801** ■ **cars.bonhams.com**

1 NOVEMBER RM Sotheby's: Peninsula Hotel, London ■ **020 7851 7070** ■ **rmsotheby's.com**

1-2 NOVEMBER Anglia Car Auctions: Kings Lynn, Norfolk. ■ **01553 777444** ■ **angliacarauctions.co.uk**

8 NOVEMBER Barons Manor Park: Marchwood,
■ **0238 0668413/8409** ■ **barons-auctions.com**

8 NOVEMBER Iconic – Collector Cars: NEC Classic Motor Show, NEC, Birmingham.
■ **01926 691141** ■ **iconicauctioneers.com**

9 NOVEMBER Iconic – Classic Sale: NEC Classic Motor Show, NEC, Birmingham.
■ **01926 691141** ■ **iconicauctioneers.com**

12-13 NOVEMBER Mathewsons: Thornton-le-Dale, North Yorks. ■ **01751 474455** ■ **mathewsons.co.uk**

15 NOVEMBER Morris Leslie: Errol, Perthshire.
■ **01821 642574** ■ **morrisleslie.com**

22 NOVEMBER DVCA: Five Zeros Supercars, Bradford-on-Avon. ■ **01963 363353** ■ **dvca.co.uk**

THIS WEEK'S HIGHLIGHTS

Even as the nights draw in there's no let-up in classic demand. I've looked back at two auctions as I revisit the latest Hampson sale at Bolesworth Castle and head north to check out the deals at Morris Leslie.

RICHARD BARNETT MARKETS EDITOR

Auctions: Why this often ignored Gilbern was a top buy

Buying Guide: How to enjoy a Citroën C6 at bargain prices

Next Gen Diaries: What made this Golf Driver a savvy deal

One man's collection of BMW Motorsport history is heading to auction at Munich's Motorworld Show later this month.

'NEVER OUT OF FAVOUR'

There's no denying the international appeal of this selection and I imagine these cars could be going to all parts of the world. To many the star lot will be the Alpina-upgraded Z8 and bidding's going to come from far and near. Rare sights on the auction block, when they're offered they sell for strong money. The M1 will enjoy as much interest because it's a model that's never been out of favour. The '02 Turbo and the E30 M3 Sport Evolution are models with an unbelievably strong and loyal following which should translate into decent sums being paid.

RICHARD BARNETT
MARKETS EDITOR

WELL SOLD

Cat that got the cream

This manual XJ6 exceeded all expectations

CAR 1970 Jaguar XJ6 4.2 **SOLD** £9288 **ORIGINAL ESTIMATE** £4000-6000, Anglia Car Auctions, 30-31 August

RICHARD BARNETT
MARKETS EDITOR

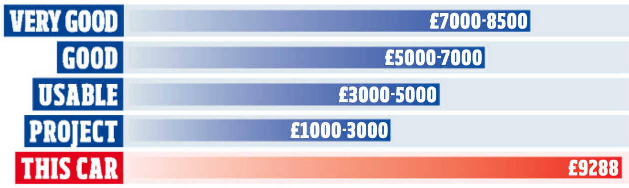
The popularity of the 'Series' XJ Jaguar remains defiantly undiminished for good reason.
The 'Series' XJ is one of those stalwarts of the UK classic movement. First-generation XJs turn up fairly regular at auction and whatever condition they're in, they'll sell. Series I XJs are especially prized because, after all, it's the XJ in its purest form. And while this wasn't an especially early model (with all the details those cars have) it had the benefit of a manual gearbox.

One man's loss was another's gain.
This car had been bought by the vendor last year but a change in circumstances led to it coming back on the market. Sold new in Nottingham it was said to have been restored in 1999 (photographs showed the work carried out), after which it went into storage until 2022. There was a letter from the original dealer to the first owner and 2024 bills showing around £600 spent on steering rack bushes, ball joints and a differential bearing. The carburettors had been reconditioned, and a stainless-steel exhaust had been fitted. MoT-tested until next July ACA said it had been driven to the sale from Scotland, via Wiltshire.

A car most Jaguar saloon lovers would be pleased to own.
The bodywork was excellent – there was no sign of the demon corrosion that so often affected these cars. The wheelarches were good and the front wings fortunately lacked the tinworm that can be found around the headlights. Door bottoms were good and it's worth noting the valances were too. Panel fit was excellent. Turning to the Regency Red paint this presented well and had good depth to it. Brightwork – all bar one element was good. The front bumper was pitted, however the rear bumper, door handles and mirrors and glass surrounds had a good shine, as did the trim rings (on original early Series 1 wheels) and hub caps. Inside all was gently patinated and the manual windows were especially pleasing. Seat facings, door panels, dashboard and the headlining were all good and the woodwork was very presentable.

It was a great deal all-round.
Here was a lovely example of an early Jaguar XJ that was ripe for estimate-busting. It did, and rightly so.

How this Jaguar XJ6 compares



TOP 10 CLASSIC PRICES

Dore & Rees

1	**1957 Porsche 356A**	£112,500
2	**1988 Ferrari Testarossa**	£73,661
3	**1993 Lotus Carlton**	£60,000
4	**1958 Jaguar XK150 fhc**	£32,000
5	**1990 Lotus Carlton**	£27,000
6	**1964 Mini Cooper 1071 S**	£22,000
7	**1958 Bristol 405**	£16,000
8	**2002 Lotus Elise**	£14,000
9	**1957 MGA Roadster**	£13,500
10	**1930 Riley Nine**	£13,393

CLASSIC RISERS

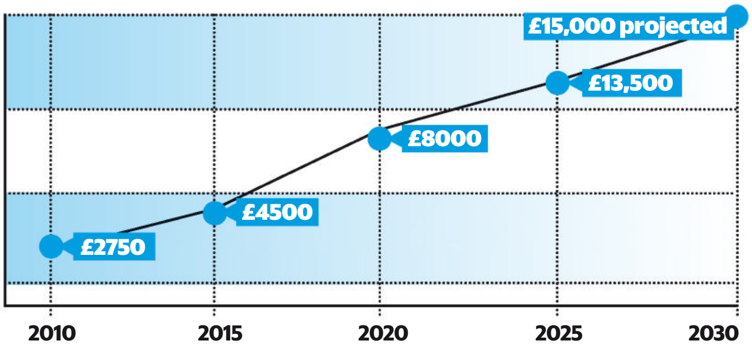
MINI 1275GT (1969-80)

Anyone thinking of snapping up this Seventies go-faster Mini might have seen a slew of them changing hands for five-figure sums earlier this year – and the £13,500 going rate for a good one is actually £1500 higher than when we last visited the 1275GT in *Classic Risers* a year ago. A 1979 example guided at £13-18k in ACA's last sale didn't find a buyer, but a '78 GT did for £11,600 at Manor Park Classics back in April and a black '79 survivor made £15,525 at Bonhams' Goodwood outing a few weeks later. That's quite a jump on the sub-£10k prices that most were making pre-pandemic, and shows that good 1275GTs are now changing hands for similar money to Coopers.

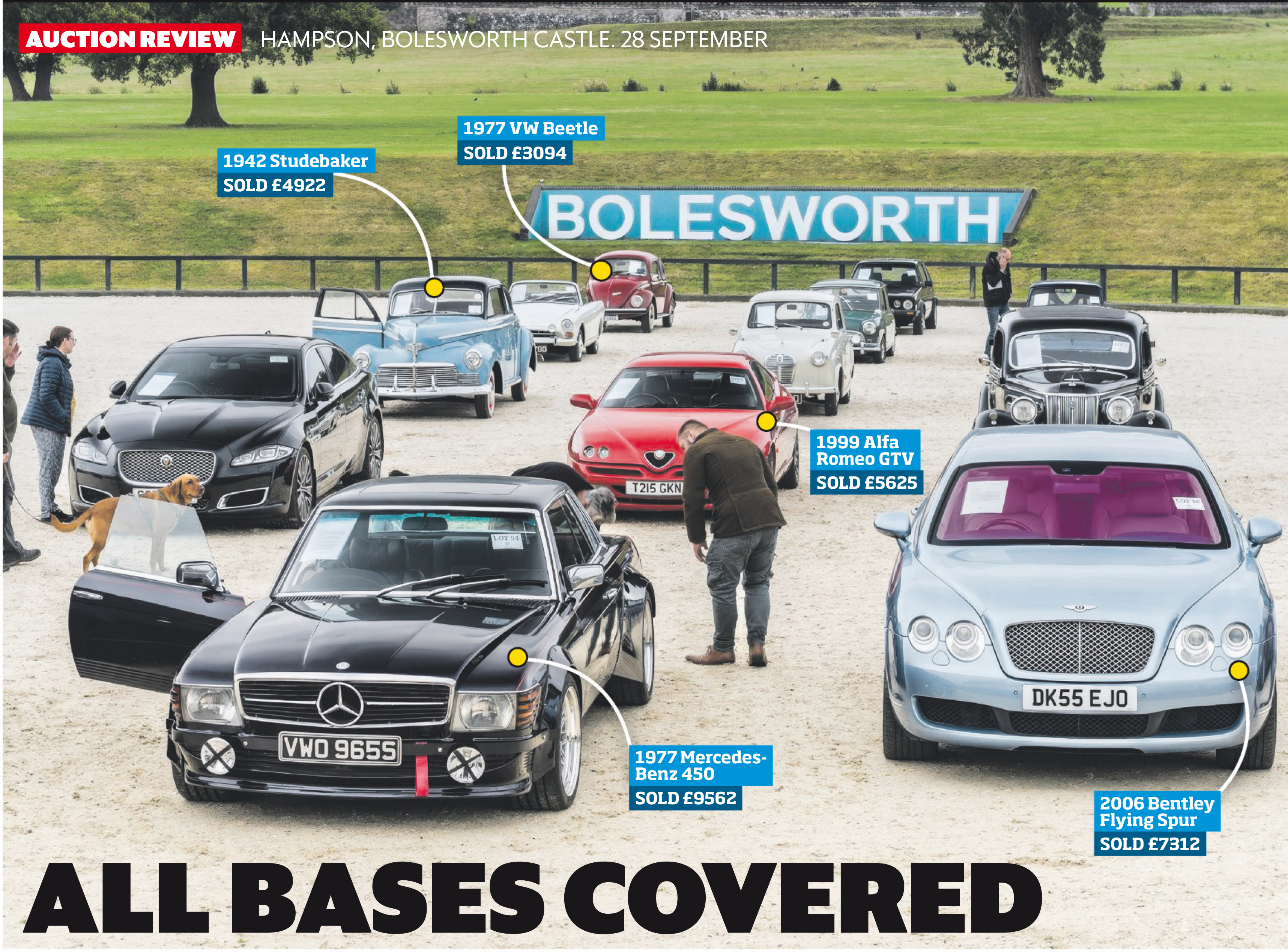
THE CCW VIEW

Clubman-fronted Minis were often seen as the poorer relations and that held values back but there's been a re-appraisal over the last decade, particularly since Coopers have jumped in value. The specialist work involved in resurrecting a tired example is also pricier than it used to be, pushing push prices up over the last 12-18 months. We reckon that trend will continue, but only for examples with the right condition and history. **David Simister**

VALUES FROM 2010-2030: THE 1275GT'S STEADY RISE



AUCTION REVIEW HAMPSON, BOLESWORTH CASTLE. 28 SEPTEMBER



ALL BASES COVERED

Hampson Auctions returned to Bolesworth Castle with a considered, sensibly sized sale

Hampson's end of September sale didn't skimp on choice of price-point coverage.

As always there was a good selection of modern classics and a 2003 Ferrari 575M Maranello slipped just under its £65,000-75,000 estimate at £63,000, while a 2004 Porsche 911 Carrera 2 40th anniversary model offered at no reserve went away for £29,531.

A trio of Bentley Continental GTs – a model in ever-increasing numbers in classic sales – found new owners: a no-reserve 2010 GT made £17,438; a 2008 GT Speed, again no reserve, went away for £11,250; while a 2006 Flying Spur with an £8000-10,000 estimate was ideal for the local off-licence owner at £7312.

Cheaper still, but considerably rarer, a 2002 Toyota Crown estate was a snip at £4781 while a vinyl-wrapped, wide-arched semi-restomod 1979 Mercedes-Benz 450 SLC charmed one punter into parting with £9562.

Scrolling back the decades a lovely 1948 MG TC, temptingly offered at no-reserve, was a fine buy at £11,812. A very smart restored 1955 Austin A30 four-door was a bought supremely well for £4781, just a little behind the £5071 that bought a tidy 1942 Studebaker two-door sold new to South Africa and restored there.

A 1954 Austin Champ said to be running well and in good order fetched £8438, whilst £4781 bought a glassfibre-bodied 'Henley' neo-classic. With Rolls-Royce badging and 1960s Pontiac mechanicals, those underpinnings worked in its favour.

01606 828124
hampsonauctions.com

1955 AUSTIN A30 FOUR-DOOR

How many walked past this 'peanut' without giving it a second glance? For those who took the trouble to look a little further, here was a wonderfully presented A30 that had enjoyed a comprehensive nut-and-bolt rebuild and it undeniably stood that test. Tip-top bodywork and paint got things off to a good start, the chromework was as good and the red interior was lovely. With a superb history file it was pint-sized temptation in extremis.

1995
CHEVROLET CAMARO Z28

Plenty of paperwork, including MoT-test certificates, accompanied this 5.7-litre V8 Z28. Bodily it was tidy enough, but some paint to the front-end would have been a good step. The two-tone cloth interior was reasonable but the driver's seat needed re-trimming. Power option lovers might have been disappointed to see 'keep-fit' wind-up windows but arguably this meant less to go wrong.

AUCTION REVIEW MORRIS LESLIE, ERROL AIRFIELD. 20 SEPTEMBER

Going, going, gone in Perth

Cars and results didn't hang around at Morris Leslie's latest offering

With to-be-expected gusto, the catalogue was removed from Morris Leslie's website a matter of hours after the sale's completion, denying market observers the opportunity to gain a snapshot of prices.

It fell to a 1971 Jaguar E-type Roadster, estimated at £33,000-35,000, to earn the gold medal price-wise and it was away for £37,087. Doing better in terms of price achieved against estimate was a 1978 Jaguar XJ6L 4.2 which arrived with a £4-5k estimate but sold for £7525.

A generous helping of Mercedes-Benzes helped boost the number of cars offered, the oldest selling lot being a 1977 450SL (£6450 against a £7500-8250 estimate) and a no-reserve 1979 280E project that went to a new home for £550. A 1995 Porsche 928 went for £13,975 and a 2002 Peugeot 406 16v Coupe £1850.

01821 642574
morrisleslie.com

SOLD £4500

1981 MATRA MURENA

A modern classic rarity, just how many people knew what this was? There is a small loyal following for the Matra marque in the UK and this Murena had been in one family's ownership from nearly new. The vendor's husband had bought it in 1986 from its first owner and imported it in 1987. Some re-commissioning was recommended because it had seen little recent use but since it was running that work might not have amounted to much.

1949 MG Y-TYPE

Here was a cracking example of MG's post-war sporting(ish) saloon and the marque's loyal following ensures a decent-enough demand for them today. This example came with some paperwork (old MoT-test certificates and bills) which helped its cause and for those north of the border the original Edinburgh registration plate was the icing on the cake. Described as 'stunning' and with a sensible £6500-7250 estimate, it was a fine buy.

SOLD £6665

SOLD £700

1997 MERCEDES-BENZ E200

A week after Historics sold a W210 E320 for £1250 Hampson replied with this E200 in plusher Elegance guise. With a decent amount of history it was tested until next March, but rust on the front wings and scuffs didn't help. The blue cloth interior was in good order. In reality this example was probably worth spending a bit on, particularly as many examples are beyond redemption and survivors might see a slight value hike in the future.

1953 DAIMLER CONQUEST

While demand for 1950s Daimler saloons isn't as strong as it ought to be, for the wised-up buyer the Conquest makes a delightfully off-the-radar buy. Declared as a non-runner, in its favour was being in Scotland from new and the history file detailed its previous owners and some restoration work. With some work ahead and the dark Scottish evenings not far off here was a useful diversion from the pub.

SOLD £1150

SOLD £4620

1970 GILBERN INVADER

The Welsh junior grand tourer remains a top-class buy but it's overlooked by many who simply don't understand it. Compared with its same-age Reliant Scimitar rival the Invader is overlooked but an active owners' club offers encouragement and keeps the spirit alive in the Welsh Valleys and beyond. This tidy two-tone car was said to the known to the club and had a new set of tyres, on period alloy wheels. Bought for a sensible sum.

SOLD £4500

1974 MGB ROADSTER

The number of MGBs available means that unless someone wants a project, for not much more they can buy something that's smart and on the button. That was the case with this Roadster, which was said to have been restored to a 'high standard', the accent being not only on its presentation but its reliability too. A raft of invoices detailed the work done, including an engine rebuild, and it presented well in every way.

1949 AUSTIN FL1

Those nurturing 'Carry on Cabbie' ambitions or fancying a post-war Austin with a difference had landed in the right sale with this FL1. In the rarer four-door hire car form it as it was in pretty tidy order throughout, the body looking good and the paint having some shine to it. The interior was tidy and usable but could have benefitted from some light refreshing but this was an entirely chipper buy.

SOLD £4400

SOLD £6235

1975 TRIUMPH STAG

The market's still hot to trot when it comes to Stags and if anything the Canley grand tourer has seen a hike in interest in the past couple or so years. This example arrived in non-standard black and had paperwork back to 1978 – a good sign among which was an invoice from 2023 detailing a £4000 engine rebuild. It was tidy enough but the paint either needed a serious mopping or a respray. Estimated at £7500-8250 it was a good score.

Hampsons did well with sports cars, including £21,522 for this 2014 Lotus Elise and £19,125 for this 1999 Honda S2000.

Remember this two-mile 1989 Mini in our news pages? It was entered as a no-reserve lot and made £15,750.

Charming 1959 Austin-Healey Sprite was one of the non-sellers at Morris Leslie's sale on 20 September.

CARS SOLD 20-28 SEPTEMBER

MORRIS LESLIE, ERROL, PERTHSHIRE.

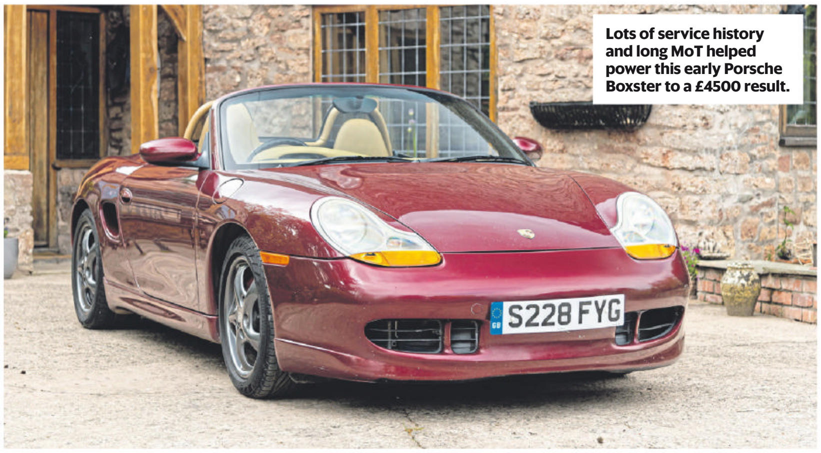
20 SEPTEMBER

YEAR/MAKE/MODEL	£ESTIMATE	£SOLD
1---- ACA SS100 rep	£5500-6250	£4620
1989 Alfa Romeo Spider	£6500-7250	£6450
2006 Audi TT 2.0	£1250-1750	£1550
1930 Austin 7 RL saloon	£5500-7000	£6020
1949 Austin FL1	£3000-3750	£4400
1959 Austin A35 4-dr	£1750-2500	£2050
1992 BMW 850Ci	£7750-8500	£6450
1999 BMW Z3	£1750-2500	£1150
2002 BMW 330i Sport	£3000-3500	£3080
2003 BMW 318Ci convertible	£1750-2500	£1750
2004 BMW 530d	£2750-3500	£4015
2004 BMW M3	£11,500-12,750	£12,362
2005 BMW Z4 2.5i SE	£1500-2250	£1450
2005 BMW Z4 3.0i SE	£2000-2500	£1750
1923 Crosley landau	£14,500-15,750	DNS
1953 Daimler Conquest Century	£n/r	£1150
1997 Daimler Super V8	£14,750-16,000	£12,900
1994 Fiat Panda	£2250-2750	£2650
1930 Ford Model A 5-window coupe	£5750-6500	£6880
1979 Ford Escort 1600 Sport	£12,750-13,500	11,180
1989 Ford Escort RS Turbo	£15,000-16,500	£17,200
1970 Gilbern Invader	£4000-4750	£4620
1967 Jaguar 340	£9500-10,750	£10,750
1971 Jaguar E-type roadster	£33,000-35,000	£37,087
1978 Jaguar XJ6 4.2L	£4000-5000	£7525
1990 Jaguar XJS V12 convertible	£12,000-14,000	£12,040
1994 Jaguar XJ6 4.0	£n/r	£650
1996 Jaguar XJ6 3.2 lwb	£2000-2500	£1550
1998 Jaguar XJ	£1750-2500	£2050
2000 Jaguar XK8 dhc	£n/r	£950
2003 Jaguar S-type 3.0SE	£2500-3000	£1950
2007 Jaguar XJ6	£1750-2500	£2750
2009 Jaguar XJ TDVi Sovereign	£n/r	£5390
2010 Jaguar XJ 3.0d Premium Luxury	£4000-4750	£4620
2010 Jaguar XK8 Portfolio dhc	£8750-9500	£8385
1982 JBA Falcon	£6000-6750	£6235
2004 Mazda MX-5 1.8i	£n/r	£850
2007 Mazda MX-5 1.8i	£5750-6500	£6020
2008 Mazda MX-5 1.8i	£750-1250	£900
1977 Mercedes-Benz 450SL	£7500-8250	£6450
1979 Mercedes-Benz 280E project	£n/r	£550
1989 Mercedes-Benz 500SL	£n/r	£750
1993 Mercedes-Benz 190E	£1250-1750	£1950
2000 Mercedes-Benz S320	£n/r	£750
2003 Mercedes-Benz E320	£2750-3500	£3080
2003 Mercedes-Benz SLK230 Komp	£n/r	£960
2004 Mercedes-Benz CLK 230 A'gde convertible	£n/r	£1550
2008 Mercedes-Benz Viano Ambiente lwb	£5500-7750	£6665
1949 MG Y-type	£6500-7250	£6665
1978 MGB Roadster pjct	£n/r	£750
1980 MGB GT	£4500-5250	£4400
2010 MINI Cooper S 1.6	£1500-2250	£3850
2007 Nissan Micra C+ 1.6 Sport	£1000-1500	£1350
1985 Opel Manta 3-dr	£5750-6500	£7847
1998 Peugeot 106 XN Zest 3-dr	£750-1250	£650
2002 Peugeot 406 16v Coupe	£1750-2500	£1850
1995 Porsche 928 GTS	£n/r	£13,975
1998 Porsche 911 Carrera 4	£10,500-12,250	£9030
1999 Range Rover 2.5DT	£2500-3250	£2650
1988 Renault 5 3-dr	£n/r	£650
1985 Rolls-Royce Silver Spirit	£6500-7250	£5375
1967 Rover 2000	£1500-2000	£1350
1992 Rover Mini City E	£4750-5500	£4840
1993 Saab 9-3	£n/r	£550
1996 Saab 900 convertible	£2750-3500	£3300
2006 Saab 9-3 2.8 Aero convertible	£1500-2250	£2750
1966 Singer Gazelle	£1750-2500	£1750
2004 Smart Roadster 80	£3750-4250	£4290
1963 Triumph Herald project	£n/r	£350
1967 Triumph Herald convertible	£n/r	£1150
1975 Triumph Stag	£7500-8250	£6235
1969 Volkswagen Beetle 1300	£6250-7000	£5375
1970 Volkswagen Manta Ray beach buggy	£2000-3000	£2650
1974 Volkswagen Beetle 1600	£1750-2500	£6450
1998 Volkswagen Golf 'pick-up'	£250-500	£900
2001 Volkswagen Beetle	£1750-2500	£5280
2007 Volkswagen Beetle 1.6 Luna convertible	£1250-1750	£950
2009 Volkswagen Polo	£2500-2750	£2650
1993 Volvo 940	£1250-1750	£1150
1996 Volvo SVC70	£2500-3250	£4785

HAMPSON AUCTIONS, BOLESWORTH CASTLE.

28 SEPTEMBER

YEAR/MAKE/MODEL	£ESTIMATE	£SOLD
1999 Alfa Romeo GTV 3.0 24v Lusso	£5000-7000	£5625
2009 Alfa Romeo Spider JTS V6	£n/r	£5625
2004 Alpina B3S convertible	£8000-10,000	£7031
2007 Alpina B5	£8000-10,000	£8438
2014 Alpina D3 BiTurbo	£n/r	£14,625
1998 Audi 80 cabrio	£n/r	£1462
1954 Austin Champ	£n/r	£8438
1955 Austin A30	£n/r	£4781
1971 Austin Mini c/w 1380	£n/r	£9844
1992 Beauford Tourer	£n/r	£5062
2006 Bentley Continental Flying Spur	£8000-10,000	£7312
2008 Bentley Continental GT Speed	£n/r	£11,250
2010 Bentley Continental GT	£n/r	£17,438
1949 Cadillac Sedanette	£n/r	£14,625
1965 Cadillac Coupe de Ville	£n/r	£13,500
1980 Chevrolet Corvette	£10,000-12,000	£9000
1995 Chevrolet Camaro Z28	£n/r	£3094
2005 Chevrolet Corvette	£14,000-16,000	£12,938
2003 Ferrari 575M Maranello	£65,000-75,000	£63,000
1948 Ford Pilot	£n/r	£7312
1976 Ford F100	£n/r	£12,375
1984 Ford Capri c/w Zetec	£8000-10,000	£9112
1989 Ford Orion 1.6i Ghia	£n/r	£3094
1990 Ford Escort Cabrio	£n/r	£5400
1990 Ford Mustang 5.0GT convertible	£n/r	£3938
1993 Ford Escort XR3i Cabrio	£n/r	£3094
1963 Henley 'R-R' rdstr	£n/r	£4781
1999 Honda S2000	£18,000-20,000	£19,125
2000 Honda S2000	£n/r	£10,688
2000 Jaguar XJ8	£n/r	£2700
2001 Jaguar XJ8	£n/r	£2531
2006 Jaguar X-type estate	£n/r	£850
2010 Jaguar XKR dhc	£16,000-18,000	£18,000
2004 Lexus GS430SE	£n/r	£2588
2014 Lotus Elise 220	£25,000-30,000	£21,522
1981 Matra Murena	£n/r	£4500
1977 Mercedes-Benz 450SLC restomod	£n/r	£9562
1991 Mercedes-Benz 190E	£n/r	£3938
1992 Mercedes-Benz 190E	£n/r	£3094
1997 Mercedes-Benz E200 Elegance	£n/r	£750
2013 Mercedes-Benz SL63	£18,000-22,000	£23,625
1948 MG TC	£n/r	£11,812
1974 MGB Roadster	£n/r	£4500
2002 Nissan Figaro	£n/r	£1750
2006 Nissan S-cargo Turbo	£n/r	£3656
1998 Porsche Boxster	£n/r	£4500
2004 Porsche Carrera 2 40th	£n/r	£29,531
2006 Porsche Cayman	£6000-8000	£5344
2015 Rolls-Royce Wraith	£n/r	£78,750
1989 Rover Mini City	£n/r	£15,750
1990 Rover Mini Cooper RSP	£n/r	£5062
1994 Rover Mini Cooper Monte Carlo	£8000-10,000	£5344
1942 Studebaker coupe	£n/r	£5062
2002 Toyota Crown est	£6000-8000	£4781
2024 Toyota Alphard Executive Lounge	£n/r	£45,000
1977 Volkswagen Beetle	£n/r	£3094
1981 Volkswagen Golf GTi pjct	£n/r	£3375
1988 Volkswagen Golf GTi comp	£n/r	£4781
1993 Volvo 960 est	£n/r	£1050



Lots of service history and long MoT helped power this early Porsche Boxster to a £4500 result.

No-reserve 1965 Cadillac Coupe de Ville in Hampson's sale was cheap US motoring at £13,500.

Aston Martin V8 Vantage

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Austin A90 Atlantic

Austin Mini Countryman

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Fiat 131 Abarth Volumetrico

Fiat Dino 2400 Bertone

Frazer-Nash BMW 319

Jaguar Mk VIII

Jensen Wolseley Hornet Special

Lancia Fulvia 1.3S Sport

Lotus Esprit Turbo S3

Sebring Sprite Replica

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1972 MG Midget, 1275cc, project

Further Entries Invited - Contact Andy Spicer

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BUYING GUIDE

CITROËN C6 (2005-2012)

Citroën's final hydropneumatic luxury saloon failed to set a German-dominated market alight, but it makes for a compelling classic today

WORDS James Walshe **PHOTOGRAPHY** Jordan Butters

With lineage like no other, the C6 is, without question, a modern classic. Its roots can be traced back Citroën's first innovative cruiser – the 1934 Traction Avant – while it captures the spirit of the trailblazers that followed – DS, CX and XM. Look closely, and you'll see styling cues from all those cars, particularly in its curvaceous CX-style concave rear glass.

Arriving at a time when car makers were pressuring buyers into purchasing ever sportier saloons, the 2005 C6 followed its predecessor's emphasis on comfort. It therefore fell short of expectation from a sales perspective but those who took the plunge loved it, as did the likes of Jeremy Clarkson and, in line with tradition, a string of French presidents and officials at the Élysée Palace. To them at least, no other car rode like a C6 and even fewer possessed a cabin as stylish, sumptuous or spacious.

So, what's the downside? Well, to put it bluntly, a bad C6 these days is a wheeled catastrophe. While certain aspects of the car were flaky from the start, it is neglect and poor maintenance that'll bite you hard if you buy unwisely.

You're most likely to stumble over a 208bhp 2.7-litre twin-turbo diesel version. 2.7s registered before March 2006 cost significantly less to tax than ones registered after that month, as does the post-2009 3-litre diesel (237bhp).

You might find the rare three-litre petrol V6 and watch out for the arguably easier-to-keep 2.2-litre HDi with its six-speed manual gearbox.

On all models, costs can escalate, and DIY jobs can be difficult. Read on if you dare...

WHAT TO LOOK FOR

A cherished C6 will reward you with comfort, speed, space and relative reliability, but only 1000 or so made it to the UK, so you'll need to get in with the right people to make sure you're buying a good example.

All engines are tried and tested, but need properly servicing. Timing belts and tensioners need to be done at least every 100,000 miles or ten years on the 2.7-litre twin turbo diesels (an engine shared by some Jaguars). Along with the main belt, there's one for the high-pressure diesel pump at the other end of engine, plus idler pulleys and tensioners (£250-300 for the lot) as well as a water pump (about £75-100) if needed. If you're not doing it yourself and paying a specialist, you'll be spending around £1500 in labour.

Make sure the turbo works and look out for coolant leaks and an engine temperature warning light, as the plastic thermostat housing can crack. New items are £150-175 and easy to fit during the 'big' service. Meanwhile, the metal coolant pipe that runs round the side of the engine to the nearside wheelarch can rust. It's a big job officially, but BL Autos in Hertfordshire claims that it can cut out the rusty metal piece and insert a high-quality rubber pipe for minimal cost in half an hour.

Other fail points included the water inlet housing (£75 and two hours labour) and the de-aeration chamber, which specialist Chevronics has remanufactured.

The C6 is a car built during an era of diabolically bad emissions systems. The EGR valves, of which there are two – one at the front and one at the back of the engine – will cost you £225-250 each and, if you don't fancy spending the ten hours fitting them yourself, you'll be paying out over a grand for somebody else to do it. Clues will be a slight hesitation at 1700rpm on light throttle. Some owners get their cars re-mapped for around £250, which includes an EGR deletion.

Scared by hydropneumatic suspension? Don't be, as Citroën had spent 50 years perfecting it before the C6 came along. It's the computer-related stuff around it that can fail, so test the system fully. It should stand to attention when you unlock it, rising and falling at the touch of a button, stiffen in 'sport' mode and hunker down automatically at speed.

The seven suspension 'grey saucer' type spheres last for years and cost about £30 per sphere to recharge with nitrogen or £60 each to replace. A damaged or leaky front strut will cost £750-800 per corner and take an hour to replace.

Certain pipes are no longer available, but in typical fashion, owners are pondering ways to solve this long term.

Rear suspension 'hydractive' units, located between the rear wheels, can

Button-fest dash does show the C6's age.

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Shape still looks fresh and slightly startling, in classic Citroën style.

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fail thanks to a 15cm long rubber fluid return pipe that runs to the engine. Citroën charge a fortune for theirs, or you can instead replace the rubber pipe yourself using two jubilee clips.

The C6 munches through ball joints, so listen out for clonks. Each costs around £80. Specialists prefer to fit an entire lower suspension arm, rather than press out old bushes, at a cost of £325-350 each side. The C6 chomps through front tyres at some rate, while ABS sensors and tyre pressure sensors can be a pain, so check they work.

Look for corrosion around the rear window frame and the bonnet edge.

It's worth knowing that Citroën has run out of most spares, so anything from headlamps and panels to trim parts are horrendously expensive, if you can find them. The most dedicated owner with room to spare might consider stashing a wounded or terminally broken spares car.

Step aboard the vast cabin and you'll find quality materials way above average for a French executive, but also a lot of electronics to go wrong – especially on the top-drawer Exclusive model. That said, the base car and mid-spec Lignage are still loaded with exciting gizmos – such as headlights that turn with the steering and the optional reclining rear seats.

Check that the cruise control works because the buttons on the steering wheel can play up, and the air conditioning can be high maintenance.

At the back, check that the automatic rear spoiler works as it should, along with the boot lock, which can jam the boot lid shut – a particular nuisance to fix if your car is fitted with the 'Lounge Pack' reclining rear seats, as they don't drop forward to give you access to the boot.

The C6 needs a massive 100aH battery and if that's weak, you'll be getting all kinds of errors. Repairs can be carried out to the electronic dashboard for a few hundred quid by friendly boffins and fellow members of the excellent Citroën Car Club.

WHAT YOU NEED TO KNOW

PRICEWATCH

CONCOURS	£6000+
GOOD	£3000-£5000
USABLE	£2000-£3000
PROJECT	£900-1750

SPECIFICATIONS

ENGINE	2993cc/V6/DOHC
POWER	237bhp@3800rpm
TORQUE	332lbft@1600rpm
MAXIMUM SPEED	149mph
0-60MPH	8.5sec
FUEL CONSUMPTION	34-42mpg
TRANSMISSION	RWD, six-sp auto

CLUBS AND EXPERTS

Citroën Car Club. citroencarclub.org.uk

Pleiades Garage, Cambs. 01487 831239

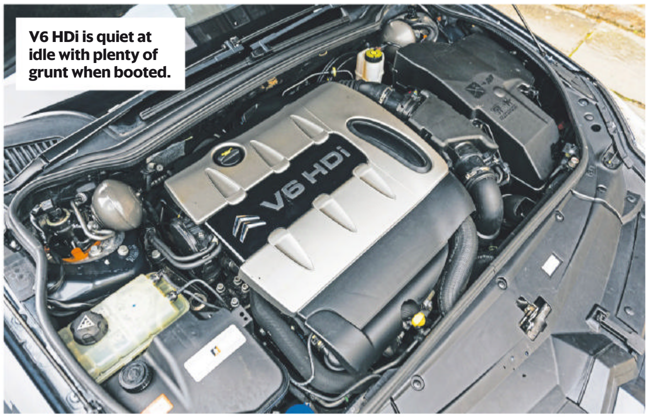
The Chevronic Centre, Herts. 01462 455280, chevronics.co.uk

THE MARKETPLACE

Market warinesss of the C6 means that values are relatively low. That's unlikely to change for a few years yet, given their reputation. Buying a poorly maintained example is risky, although expertise is expanding as the cars age.

A tiny but dedicated band of owners are out there to point you to the best ones for sale. Be careful when buying from a non-Citroën fan or garage – you'll want to know that they've rectified faults in the correct way.

We've seen exceptional low-milers for sale in club circles for around £4000, with others priced higher sitting unsold for months. So, buy a good one now and while it's unlikely to make you rich anytime soon, you'll be sinking into the sumptuous seats of one of the most impressive luxury cars ever built.



V6 HDi is quiet at idle with plenty of grunt when booted.

C6 was quirky and very agreeable but buyers preferred German brands.

THE CCW VIEW

KEITH ADAMS
SENIOR CONTRIBUTOR

There's a lot to like about a C6. It looks like no other car, rides magnificently and – ageing infotainment and button-fest dashboard aside – its timeless overall style gives the impression of a car that came out of the factory just last week.

You'll love making a statement in this car, and as long as you choose a reliable and well-maintained example, it should look after you for many years to come (diesel emissions regulations notwithstanding).

Unlike the CX and XM before it, the C6 was always rare in the UK, so with limited numbers and an enthusiastic fan base, it's highly unlikely that it will ever dip below a grand for all but the shoddiest examples.

LANCASTER INSURANCE QUOTE

2008 Citroen C6 3.0i V6 Exclusive, worth £7500. Standard quote: £315.00 or £ 333.00 with agreed value.

Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, no modifications, living in SP2 0HL.

Disclaimer: Subject to underwriting criteria. An additional charge may be payable. Authorised and regulated by the Financial Conduct Authority.

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NEXT GENERATION DIARIES 1991 VOLKSWAGEN GOLF DRIVER

'TAKE THE JUMP AND GET INVOLVED!'

Jon Warburton was browsing car ads when he spotted a VW in dire need of rescuing

WORDS Richard McCann

HOW DID YOU COME TO OWN IT?
'I've always loved cars. I was killing time flicking through random car ads during COVID lockdown when I spotted a classic Golf Driver for sale; I was 21 at the time. It wasn't pretty but I set off to London with a friend to take a look. We gave it an extended test drive and apart from a stuttering carburettor and sagging roof lining, it drove pretty well. The seats were tatty, the body had taken a bit of a battering and it had an all-black scheme inside and out. It clearly needed rescuing and inevitably a purchase was made, leaving me in January 2021 with the problem of where I could hide it from my mum.'

WHAT DO YOU USE IT FOR?
'Anything and everything! I sorted the sticking choke, cleaned the carburettor and stapled the headlining back. I got busy with bodyfiller and a rattle can repairing the cosmetic damage and the result wasn't too shabby if you were far enough away. Then, a friend turned up showing off his new wrap, which was much cheaper than a professional re-spray, so I had the Golf wrapped in the metallic black rose 3M gloss that it still wears today. I found a man via Facebook who had a set of Ford seats with Golf runners, which smartened the interior up considerably. The incorrect Wolfrace wheels were eating the bearings so Brendan at Dubstock found me some nice split rims.'

ANY OWNERSHIP TIPS?
'Take the jump and get involved! It's a learning curve and things will go wrong but you'll fix them and find the experience immensely enjoyable and rewarding. People will always help you. You'll be joining a real community of enthusiasts, both young and older, all with a shared passion. They'll freely share their knowledge and it's that friendship and community bonding that I now love the most. Look at how we all came together after the tragedy at Bicester Heritage earlier this year. As a teenager I used to visit loads of car shows, taking photos. I set up an Instagram feed called DR1VR after I saw the name on a "dairy room no.1 valve release handle" in the Horlicks factory! DR1VR.co.uk has now grown into a massively successful community of enthusiasts so we all attend lots of events and shows and are now into the third year of our own show at Gaydon.'

WHAT DO YOU SEE BEING IN YOUR GARAGE IN FIVE YEARS' TIME?
'The Golf will still be there along with a Porsche 911/964 Turbo – well, I can dream, can't I? But realistically, if funds allow I'd like to have a 'Nineties sports hatch… perhaps a good example of what I think of as a 'Japanese Golf' – the Honda Civic EF VTEC 1.6i-VT.'

THE INSURER'S VIEW

ADRIAN FLUX

'The pandemic was a challenging time in so many ways for so many of us, so it's great to hear that during this time Jon was able to channel his efforts into transforming his Golf MkII into the car we see today. If you're a younger enthusiast and you're struggling to find a quote that you can afford, do give a knowledgeable member of our team a call who can discuss your specific conditions and hopefully save you money.'

ADRIAN FLUX

WHAT IT COSTS TO INSURE

1991 VOLKSWAGEN GOLF DRIVER, worth £5000. Standard quote: £175 or £193 with agreed value. Modified quote: £195 or £213 with agreed value.

*Quotes based on a 25-year-old male marketing manager, access to another car, no claims or convictions, club member, 3000 miles per year, living in SP2 OHL £175 excess. Includes Insurance Premium Tax Disclaimer: Policy benefits, features and discounts offered may vary between schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable. Quote generated on 26/09/2025.

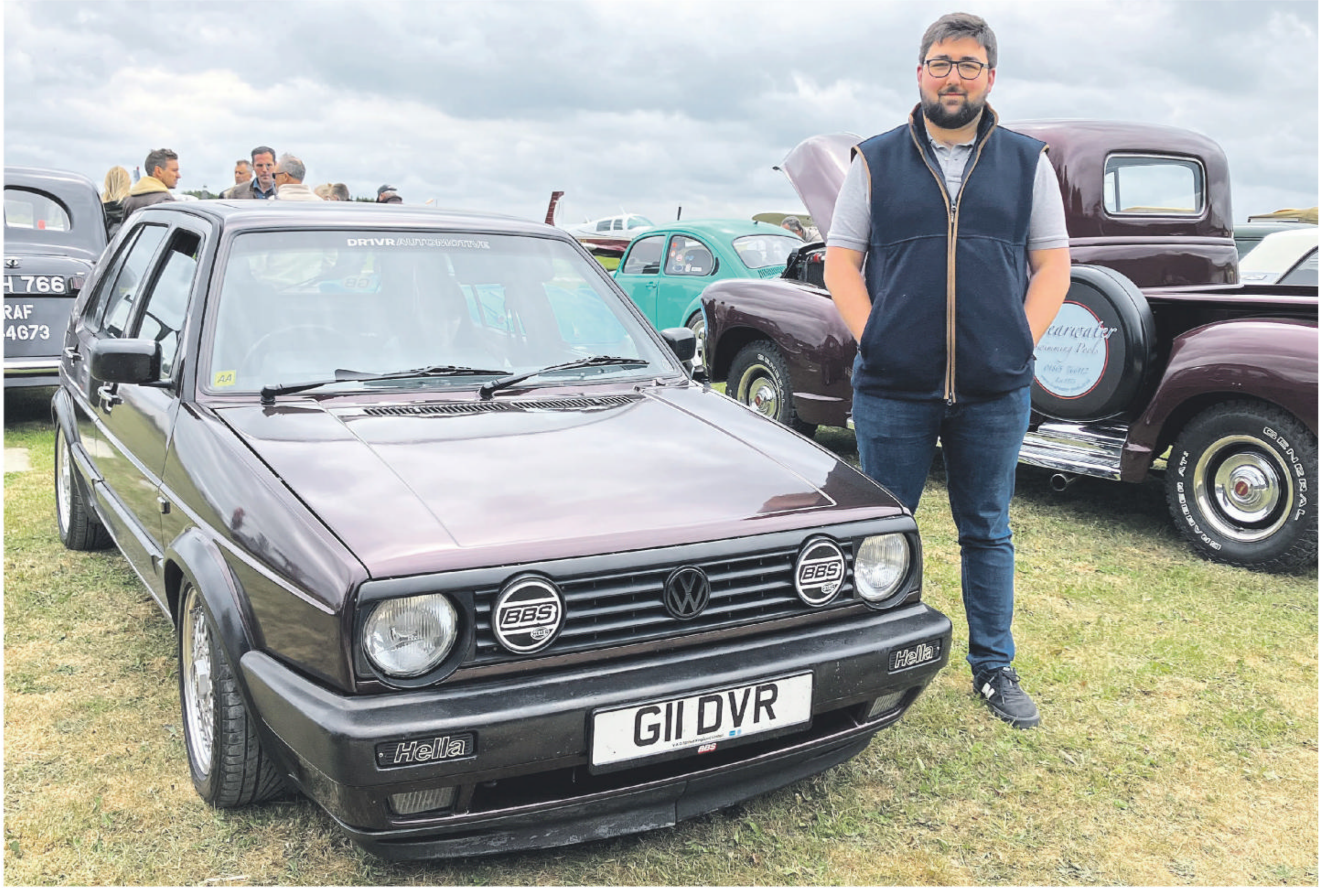
EDITOR'S VIEW

'IT'S HELPED TO INSPIRE ENTHUSIASTS'

'I've always thought the Driver was a belter – essentially, Golf GTI-esque dynamics and visual flourishes without the hot hatch insurance premiums – and it's clearly still got a strong following more than 30 years on. Jon's looks like a great example that he's clearly given a lot of time and attention to and it's helped to inspire others by playing a part in his DR1VR community. Given how much work has gone into it, I'd encourage him to make sure he's got an agreed value policy when it comes to insurance renewal time.'

DAVID SIMISTER
EDITOR

ENGINE 1272cc/4-cyl/OHC **POWER** 54bhp@5400rpm **TORQUE** 71lb ft@3300rpm **MAXIMUM SPEED** 94mph **0-60MPH** 15.6sec **FUEL CONSUMPTION** 38-44mpg **TRANSMISSION** FWD, five-speed manual



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THE BEST DEALS INCLUDING CLASSICS FOR SALE THIS WEEK IN PRINT | MOBILE | ONLINE

AC COBRA 1972, 20818 miles, RHD, Manual, By Hawk Ford V8, 15" Dunlop knock on wires, Avon tyres, black leather, Motolita s/wheel, Ford 347ci V8, rolling road tuned, Cobra powered by Ford, new Tremec T5 g/box. www.totalheadturners.com (T). **£54995** Essex (T) Tel:01992 573564

AC COBRA 2010, 5615 miles, RHD, Manual, 427 Hardtop Fastback, metallic blue with Wimbledon White stripes, Hallibrand alloys, cream leather, Blue Wilton carpets, EPAS, 5700cc Chevrolet V8 + much more. www.totalheadturners.com (T). **£49995** Essex (T) Tel:01992 573564

AC COBRA 2015, 1 miles, RHD, Manual, Mileage unknown, Ghost Race graphics, 17" Black Hallibrand Image wheels, black leather interior, bespoke dash, Motolita s/wheel, TRS harness belts, mohair tonneau cover. www.totalheadturners.com (T). **£39995** Essex (T) Tel:01992 573564

ALFA ROMEO 75 1989, 70000 miles, RHD, Manual, Good condition, 70,000 mile engine fitted, refurbished wheels, great interior, adjustable suspension, ANSA exhaust, fantastic handling. **£11000** Surrey Tel:07801188051

ALFA ROMEO BERLINA 1972, 1 miles, RHD, Manual, Owned since 2019, extremely attractive car, now ready for someone else to enjoy, factory sunroof, new clutch, new brake master cylinder, new servo unit, new discs. **£13995** Suffolk Tel:07922456689

ALFA ROMEO BRERA S 2007, 108000 miles, RHD, Automatic, Very good condition, MoT 25.09.25, full respray due to lacquer peel 2020 with alloys refurbished at same time, 4 previous owners, full service and repair history, superb looking car. **£4250** Angus Tel:07946354470

ALVIS SPEED 25 1934, 63573 miles, RHD, Manual, Attractive example with upgraded Speed 25 engine, suitable for modern traffic. Proven competitor in major events and rallies, now reluctantly for sale. **£120000** Pembrokeshire Tel:01646636254

ASTON MARTIN DB2 1952, 11140 miles, RHD, Manual, Le Mans Lightweight, beautiful original Dark Green leather, Tartan bucket seats, been extensively raced in recent years, HTP/FIA papers to the end of 2026. www.runnymedemotorcompany.com (T). **£225000** London (T) Tel:01753644599

ASTON MARTIN DB MKIII 1957, 1 miles, LHD, Manual, Rare LHD, mileage unknown, very smartly finished in a rich Cream with deep Red interior, Red wire wheels, California when new now UK registered, very sound, running well. www.realcar.co.uk (T). **£167500** Gwynedd (T) Tel:01248602649

ASTON MARTIN VIRAGE 1990, 12000 miles, RHD, Automatic, Adjustable steering wheel, air conditioning, alloy wheels, electric door mirrors, electric windows, heated front seats, leather upholstery, solid paint. www.classicmobilia.co.uk (T). **£POA** Buckinghamshire (T) Tel:07889805432

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ASTON MARTIN VIRAGE 1996, 14000 miles, RHD, Automatic, Volante Wide Bodied, convertible, low mileage, needs to be seen to be fully appreciated, completely unmarked, continuous service history, MoT print out. www.runnymedemotorcompany.com (T). **£POA** London (T) Tel:01753644599

ASTON MARTIN V12 2009, 29650 miles, RHD, Manual, Vantage, 6 speed, beautifully finished in Hammerhead Silver with Carbon fibre, Lightweight leather seats, 2010 model year, well stamped service book. www.runnymedemotorcompany.com (T). **£67500** London (T) Tel:01753644599

AUSTIN 7 1937, 30000 miles, RHD, Manual, Modified 8 years ago, good chassis and running gear, 850 Reliant engine and gearbox, hydraulic brakes, electronic ignition, body channeled hot rod style, any inspection welcome. **£4250** Tyne and Wear Tel:07715714346

AUSTIN FX4 1992, 300000 miles, RHD, Manual, Carbodies Fairway Driver, iconic shaped Black Taxi, a perfect Autumn/Winter project, requires welding underneath to pass an MoT, MoT expired Mar 2025, registered SORN. **£2500** Buckinghamshire Tel:07746760078

AUSTIN SOMERSET 1952, 32000 miles, RHD, Manual, A40, unfinished project, no headlining, rebuilt engine, new pistons, rings, thrusts, pistons/rings, new clutch, stainless steel exhaust, 4 new tyres, Rover 75 leather seats front/rear, welding done. **£2500** Rhondda Cynon Taf Tel:07785472147

AUSTIN A30 1956, 52830 miles, RHD, Manual, Very good condition, paintwork is lovely, interior is good, car has recently had a service and new brakes on the front, has some paperwork, old MoTs etc, rear bumper is a bit picky. **£5500** Aberdeenshire Tel:07548902147

AUSTIN-HEALEY FROGEYE SPRITE 1960, 1 miles, RHD, Manual, Needs total restoration, Ashley/Sebring type front. Hard top, wire wheels, rolls and steers, 90% complete **£2250** Essex Tel:07836548731

AUSTIN-HEALEY FROGEYE SPRITE 1961, 80000 miles, RHD, Manual, Barn find, for restoration, solid car to start from, some welding to rear needed, car is not running, mint soft top, also has hard top, lots of spares including another engine, Wolfrace wheels. **£9000** Lancashire Tel:07791747980

AUSTIN-HEALEY SPRITE 1971, 51000 miles, RHD, Manual, MK4, extensive history file, fully stamped service book up to 1974, MoT's back to 1980, bodywork in excellent condition, no rot underneath, refurbished engine bay, starts first time, excellent runner. **£7500** Cheshire Tel:07532227499

BENTLEY 4 1/2 LITRE 1929, 1 miles, RHD, Manual, 4.4 litre, absolutely stunning, Blower, mileage unknown. Magnificent, British Racing Green, Green Connolly leather interior, built and finished to the highest standards. www.ddclassics.com (T). **£POA** Surrey (T) Tel:02088783355

BENTLEY 3 1/2 LITRE 1935, 1 miles, RHD, Manual, Very striking, incorporates various unusual/very appealing design features. Sporty, sharp, lovely condition, running very well, serviced, prepared, MoT tested, Mileage unknown. www.realcar.co.uk (T). **£125000** Gwynedd (T) Tel:01248602649

BENTLEY DERBY 1936, 19945 miles, RHD, Manual, 3.5 ltr, manual gearbox with overdrive, Mann Egerton body, a beautiful and striking car, in excellent condition, owned 19 years, turns heads wherever it goes, maintained and cherished, fully working. **£56000** South Yorkshire Tel:07764255643

BENTLEY SPECIAL 1948, 62000 miles, RHD, Manual, Bentley Special 4.25L in British Racing Green. MoT & tax exempt, very good running order, great fun and much admired. Owned and enjoyed for the past 5 years. **£69995** West Sussex Tel:07970148472

BENTLEY R TYPE 1953, 1 miles, RHD, Manual, Mileage unknown, very special, s/saloon, engine uprated to 4.9 ltr, high ratio back axle, extra anti-roll bars, P100 headlights, excellent paint, superb/original interior. www.realcar.co.uk (T). **£39500** Gwynedd (T) Tel:01248602649

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BENTLEY R TYPE 1953, 43257 miles, RHD, Manual, Owned 22 years. Ivory with Chestnut trim. New rad, all hydraulics, front drums, fuel pumps. Recent exhaust. Electronic ignition, new valve seals, workshop manual, MOT's, tools. Garaged. **£11000** London Tel:02072238635

BENTLEY CONTINENTAL S1 1958, 1 miles, RHD, Manual, Delightfully correct, undisturbed, sound and sharp and finished in lovely special order colour scheme. New lambswool over rugs just fitted, MoT tested, mileage unknown. www.realcar.co.uk (T). **£295000** Gwynedd (T) Tel:01248602649

BENTLEY CONTINENTAL S2 1962, 55550 miles, RHD, Automatic, Beautifully presented, it is one of only seventy two Coupes built, in lovely condition, inside, externally and mechanically, lovingly cared for. www.winchesterautobarn.com (T) **£275000** Hampshire (T) Tel:01962677776

BENTLEY CONTINENTAL S3 1963, 1 miles, RHD, Manual, Chinese Eye 2 door FHC, mileage unknown, sound, very attractive, Deep Metallic Blue, excellent Beige leather, lovely woodwork, electric steel sunroof, driven from Austria. www.realcar.co.uk (T). **£85000** Gwynedd (T) Tel:01248602649

BENTLEY CONTINENTAL 1989, 48700 miles, RHD, Automatic, This stunning Continental Convertible is finished in Azure blue with blue piped Magnolia leather interior and beautifully finished wood veneers. www.winchesterautobarn.com (T). **£130000** Hampshire (T) Tel:01962 677776

BENTLEY MULSANNE 1991, 123000 miles, RHD, Automatic, Very good condition, Light Oyster body with Light Beige upholstery. Mainly long European journeys, 6.75L engine. For sale due to owner aging. **£9000** Derbyshire Tel:07772845922

BENTLEY AZURE 2006, 39000 miles, RHD, Automatic, Finished in unmarked Silverlake with a French Navy mohair hood, 19 inch alloys, interior is in beautiful condition, with full history and in immaculate condition throughout. www.hanwells.net (T). **£97950** London (T) Tel:02085679729

BENTLEY CONTINENTAL GT 2006, 117000 miles, RHD, Automatic, Finished in unmarked Beluga with 20 inch Speed wheels, Beluga interior with Walnut veneers, maintained regardless of cost, immaculate condition throughout. www.hanwells.net (T). **£18950** London (T) Tel:02085679729

BMW 3.0 CSL 1972, 78000 miles, RHD, Manual, Maintained superbly by the previous owners. In the 90s the car underwent a full restoration, next owner spent 20k to sustain its driveability. Extensive paperwork. www.winchesterautobarn.com (T). **£139950** Hampshire (T) Tel:01962 677776

BMW E28 1986, 187000 miles, RHD, Automatic, Totally genuine, only 4 owners. Always garaged with stamped BMW service history. Factory-fitted equipment. Needs some TLC but a well-sought-after example. **£9750** Buckinghamshire Tel:07789405071

BMW 5 SERIES 1998, 57000 miles, RHD, Automatic, Two owners from new, cherished since 2001. Garage-stored, rarely driven in the wet, exceptional condition, regularly serviced by Ocean BMW. **£12000** Cornwall Tel:07949333916

BMW Z3 1999, 62000 miles, RHD, Manual, Rare Sienna Red with Tan leather. Great drive & exhaust note. New wishbones, shocks, springs & tyres at 58k. Black powder coated wheels, roof in great condition. Text before calling. **£3000** Gloucestershire Tel:07598315018

BMW Z3 1999, 62375 miles, RHD, Manual, 2.8 Roadster, owned by me for 4 years, good condition, electrically adjustable and heated leather seats, always garaged, dry use only, long MoT no advisories, regularly serviced. **£5995** Dorset Tel:07368152749

BMW 3 SERIES 2001, 89540 miles, RHD, Automatic, One previous owner (current owner since 2008). MoT until Aug 2026. Service history. Tow bar (only used for towing dinghy). Excellent overall condition. **£5000** Devon Tel:07831145178

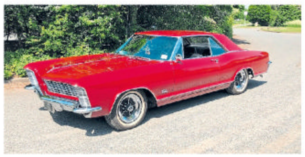
BMW 325 2003, 137000 miles, RHD, Automatic, CI Sport, automatic, petrol, just had full service, MoT Sept 2026, good condition, some sun bleach marks on bonnet, ONO. **£6450** Kent Tel:07946199561

BMW E46 2003, 28454 miles, RHD, Manual, Lovely, Crystal Green, 4 door saloon, petrol car, genuine mileage, services and 18 MoT's, currently MoT'd with no advisories till 19th January 2026, always been garaged, OBO. **£4700** Devon Tel:07941373052

BMW 318 2006, 68500 miles, RHD, Automatic, A beautiful example, modern classic, no advisories, drives very well, recently serviced, 2 owners from new, in sparkling Graphite Grey with Dark Navy roof. **£4500** Nottinghamshire Tel:07752593404

BMW 6 SERIES 2006, 92000 miles, RHD, Automatic, Navy blue. Current MOT. Looks and drives superb. Totally original and not modified. Private number plate to be removed upon sale. Appreciating classic. **£4850** Bedfordshire Tel:07716186056

BMW Z4 2006, 67453 miles, RHD, Manual, M Roadster, FSH, electric/memory/heated seats, c/control, alarm, auto hood, p/sensors, satnav, auto wipes/lights, aircon, 19" BMW M alloys, 3246cc, beautiful condition. www.totalheadturners.com (T). **£17995** Essex (T) Tel:01992 573564



BUICK RIVIERA 1965, 64000 miles, LHD, Automatic, Fantastic opportunity to own this classic. Very good condition throughout. Full bare metal strip and repaint in 2018. All windows/lights/indicators work. Turns heads. **£35500** Essex Tel:07836329939

CADILLAC ELDORADO 1972, 1 miles, LHD, Automatic, Stunning Ice Blue Firemist, Dark Blue leather, 8.2 litre 500 Cubic inch V8, FWD. Mileage unknown, brand new Dark Blue electric soft top with glass rear window just fitted. www.ddclassics.com (T). **£32950** Surrey (T) Tel:02088783355

CATERHAM SEVEN 1985, 50588 miles, RHD, Manual, Yellow Caterham 7 with a Lotus twin-cam engine 1588cc, the same owner for 23 years, large history file, half hood (soft bits for Sevens), original full hood and luggage rack for touring. **£22000** Devon Tel:07527384292

CHEVROLET CORVETTE 1963, 110000 miles, LHD, Manual, Absolutely stunning with unmarked paint, glass, chrome and interior, very reliable and in 14 years has never let me down, very clean underneath and the engine bay, so much fun, full MoT yearly. **£57500** Oxfordshire Tel:07599894191

CHEVROLET CORVETTE 1974, 82000 miles, LHD, Manual, 1 previous owner plus importing dealer, excellent condition, very sound, benefitting from large amount of documented mechanical work and refurbishment, matching numbers. **£17000** Northamptonshire Tel:07712768311

CHEVROLET CAPRICE 1989, 96396 miles, LHD, Automatic, Solid user ready to go with MoT, much work done, smokes on start but clears, starts 1st time, drives well, it is structurally sound though a bit scabby underneath, can be used everyday. **£2950** Suffolk Tel:07867493902

CITROEN DS 1972, 48000 miles, LHD, Manual, Project car with rebuilt engine, overhauled steering rack, 4 new spheres, radiator, wheels & tyres. Needs finishing with minimal welding—everything included to complete. **£5000** West Midlands Tel:07966442418

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FERRARI MONDIAL T 1990, 78800 miles, RHD, Manual, Developed and upgraded by specialist including wheels, brake system etc, body and track widened by 6 inch stainless exhaust system, fabulous sound, original handbook/service book pack with 24 stamps. **£32000** Surrey Tel:07710501283

FIAT 500 1970, 1 miles, RHD, Manual, 500L, 498cc, full restoration, all new panels and bare metal respray, many new parts, as good underneath as on top, rare UK model in right hand drive, price ono. **£9500** Derbyshire Tel:07771988613

FIAT PANDA 2007, 69000 miles, RHD, Manual, Dynamic Multijet, top of the range Dynamic Multijet. 2 owners, last owner 9 years. Only £35 road tax, 1248cc engine. 70 miles per gallon. Power brakes and power steering. Radio and CD player. **£995** Essex Tel:01702466552

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FIAT CINQUECENTO 1998, 66000 miles, RHD, Manual, 2 owners from new, last one for 22 years. Outstanding body condition for its age. Always garaged for 22 years. Every MoT available. Current MoT until June 2026. Some new parts fitted. **£3250** Staffordshire Tel:01782622377

FORD CORSAIR 1966, 1 miles, RHD, Manual, Rare, 1500cc Callum change with bench seat in the front, VGC, no rust, off White, owned for the last 7 years, starts and runs well, offers over £7000. Mileage unknown. **£7000** Oxfordshire Tel:07887588565

GINETTA G15 1971, 4330 miles, RHD, Manual, With BMW K1100 engine producing 100 BHP, rebuilt 5 years ago, body off restoration, all new or refurbished components, absolutely nothing needs doing on it just drive it away. **£10750** Wiltshire Tel:01794884555

HUMBER 12 1935, 53148 miles, RHD, Manual, Very rare. Good bodywork. Front seats refurbished, back seats original. £2,600 work carried out in 2022. Driven by David Suchet in an Agatha Christie TV documentary. **£9000** Hampshire Tel:01425476351

JAGUAR E-TYPE 1963, 1 miles, RHD, Manual, 3.8 Series 1 Roadster, mileage unknown, finished in gleaming unmarked British Racing Green, matching soft top, like new chrome wire wheels and tyres, just breath-taking. www.peterjarvis.net (T). **£165750** Kent (T) Tel:07836250222

FORD CONSUL 1953, 98000 miles, RHD, Manual, Very rare, beautiful condition, original interior, advertised for a friend, please ring for further information. **£10950** South Yorkshire Tel:07761056655

FORD ESCORT 1996, 141000 miles, RHD, Manual, RS2000, 29 years old, will need some bodywork and TLC to make a really nice, got lots of pictures and video of car, not concourse, currently SORN, MoT March 28th 2026, lots of service stamps/bills. **£7000** Dorset Tel:07584237449

GTM COUPE 1989, 49964 miles, RHD, Manual, Factory built in 1998, 1400cc twin cam with 5-speed. Superb condition with hood & colour-coded hardtop. Mechanically 100%, full build history, supplied with 12 months MoT. **£4950** Wiltshire Tel:01794884555

HUMBER SUPER SNIPE 1964, 63000 miles, RHD, Manual, The car has had a complete stainless steel exhaust, a more efficient radiator, reconditioned water pump, most electric items have been replaced or reconditioned, power steering, new clutch. **£9500** West Midlands Tel:07719482969

JAGUAR E-TYPE 1965, 12205 miles, RHD, Manual, Series 1 4.2 Fixed Head Coupe, perfect Black hide interior, full length Tudor Webasto Sunroof, subject of a bare metal repaint/retrim, detailed history. www.runnymedemotorcompany.com (T). **£120000** London (T) Tel:01753644599

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FORD FIESTA 2002, 87350 miles, RHD, Manual, 1.2 16v Zetec, 5 speed. One owner from new, full service history. Good original condition, runs and drives well, 12 months m.o.t. **£1150** South Yorkshire Tel:07778268505

HILLMAN SUPER MINX 1963, 55000 miles, RHD, Manual, Convertible, very rare model, Glacier White with superb cherry red interior, personal number plate, with original tools, history folder, old MoT's, 3 owners from new. www.peterjarvis.net (T) **£26500** Kent (T) Tel:07836250222

INVICTA S TYPE 1932, 1 miles, RHD, Manual, S1 4.5 litre, multiple engine rebuilds/refinements for reliability/performance, mileage unknown, ready for immediate enjoyment in pre-war touring, rallies, or concours events. www.ddclassics.com (T). **£POA** Surrey (T) Tel:02088783355

JAGUAR MARK 2 1968, 1 miles, RHD, Manual, Maroon Jaguar Mark 2 with Black vinyl roof. This has been my car for 25 years, restored and maintained by me during my ownership. Cream leather upholstery. Paintwork in very good condition. **£16500** Northumberland Tel:07456488366

FORD ZEPHYR 1955, 1 miles, RHD, Manual, 3 position convertible, mileage unknown, Maroon soft top and hood cover, matching interior and carpets, Pillar spotlight, White side tyres, restored to the highest standard. www.peterjarvis.net (T). **£49750** Kent (T) Tel:07836250222

FORD FIESTA 2007, 135000 miles, RHD, Manual, 1.2 petrol, 5 speed, ULEZ car, Azure Metallic, Blue. full MoT, 135000 with service history, Ford RDS radio CD, can deliver. **£950** Somerset (T) Tel:07544181832

HONDA CIVIC 1998, 87000 miles, RHD, Automatic, Mint shell, classic, no rust, dry-stored, garage-kept, clean shell and chassis structurally mint, shines in the sun, turns heads, perfect first car, reliable daily driver, project base. **£2339** Surrey Tel:07534883617

JAGUAR XK150 1959, 21116 miles, RHD, Manual, DHC, reluctant sale, in British Racing Green with Tan leather seats, Green hood and cover. The owner (my son) is shortly moving to Cornwall. Beautiful car, been well looked after, a pleasure to drive. **£72500** Nottinghamshire Tel:07970285668

JAGUAR E-TYPE 1970, 1 miles, RHD, Automatic, 2+2, mileage unknown, as new Black hide interior piped White, sparkling chrome wire wheels, has had a recent full engine overhaul, old MoT's, history must be seen. www.peterjarvis.net (T). **£68750** Kent (T) Tel:07836250222

FORD FALCON 1960, 62500 miles, LHD, Automatic, 3 owners, no rot or filler, undersealed, new parts fitted, engine runs smooth, only needs minor detailing to finish, genuine reason for sale. **£7995** Hertfordshire Tel:07860113318

FORD FOCUS 2008, 128000 miles, RHD, Manual, 2 litrep etrol, 5 speed, hardtop, convertible, full MoT, two keys, Brown/Bronze, service history, RDS Ford radio, CD, absolutely stunning, can deliver anywhere. (T) **£2295** Somerset (T) Tel:07754688636

HONDA JAZZ 2008, 149000 miles, RHD, Manual, 1339c, petrol, Metallic Grey, MoT Sept, no advisories, £500 just spent including 2 new tyres, radio CD, 4 electric wiwndows, HPI clear, no accidents, 2 previous owners, 10 services, 2 keys. (T) **£1595** Somerset (T) Tel:07955141372

JAGUAR MARK 2 1961, 59000 miles, RHD, Manual, Factory 3.8, built to full Coombs spec, Dark Opalescent Blue, large history file, only 7 owners with just 59,000 miles (believed correct), heritage certificate, original complete toolkit and jack. **£32500** London Tel:02082884225

JAGUAR E-TYPE 1973, 82665 miles, RHD, Automatic, Tax/MoT exempt. Black soft top and rare Black hard top included. Gleaming wire wheels. Original Black full leather interior. Fully documented (all bills). Matching numbers & Heritage Certificate. **£75950** Hampshire Tel:07971048682

FORD CONSUL 1959, 1 miles, RHD, Manual, Lots of history, been in films used for Elton John and BBC used it. New leather interior, reconditioned engine, new clutch, new White walls. Been to Ireland 5 times, won lots of shows. **£30000** Cardiff Tel:07973 135352

FRAZER NASH CONTINENTAL 1959, 6000 miles, RHD, Manual, 3.2 litre, this was the first of two chassis built with V8 BMW engines. The car is as a whole in perfect mint restored condition. www.classicmobilia.co.uk (T). **£250000** Buckinghamshire (T) Tel:07889805432

HONDA CRZ 2012, 80000 miles, RHD, Automatic, Excellent, clean, unmodified top-spec model with full service history. Future classic, last MoT with zero advisories. Rare and highly sought-after. **£5250** Wiltshire Tel:07712117177

JAGUAR E-TYPE 1963, 1 miles, LHD, Manual, 3.8 Series 1, mileage unknown, Black hide interior, brand new sparkling chrome wire wheels and tyres, complete with all tools, car looks new, totally restored, history file. www.peterjarvis.net (T). **£157500** Kent (T) Tel:07836250222

JAGUAR X300 1995, 75000 miles, RHD, Automatic, 1996 Jaguar X300 Sovereign. 75k miles, straight 6. Stunning A1 condition, FSH, new MOT, extensive docs. 3 owners, 3 keys, garaged/cherished. **£5000** Hampshire Tel:07710473203

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2004 Aston Martin DB7 Zagato – This car, number 053 of 099 ever built has covered less than 12,000 miles from new and comes with an impressive service history. **£274,995**

1967 Jaguar E-Type Series One 4.2 Roadster – This magnificent Jaguar E-Type Series One 4.2 Roadster has been subject to a full nut and bolt, ground up restoration by a West Yorkshire based, renowned Jaguar expert and restorer. **£139,995**

1992 Porsche 911 964 Carrera 4 Targa – This very special car has covered just 54000 warranted miles and with estimates suggesting that fewer than 1,500 Carrera 4 Targas were produced globally over the 964's production run, this is an incredibly desirable and rare car. **£87,995**

1955 Jensen 541 – In 2023 this Jensen had undergone a major program of work to include a full engine rebuild and was fitted with a new Aluminium Cylinder Head from Dennis Welch Motorsport and had a major brake overhaul. **£67,995**

1958 Jaguar XK150 FHC – We are very pleased to offer this UK Home Market, matching numbers Jaguar XK150 onto the market. This beautiful example left the factory in Cotswold Blue as it is presented today and was subject to a 10-year restoration. **£67,995**

1997 Ferrari 456 GTA – This beautifully presented Ferrari 456 GTA has covered just 21,000 miles from new and has spent the past 11 years in a private Yorkshire based collection. **£59,995**

1955 Triumph TR2 – There is no doubt this TR has show-winning potential and also boasts huge provenance being a genuine UK car with matching numbers, original registration mark that has been restored with photo record. **£34,995**

1974 Rolls Royce Corniche – We have sold many Corniches over the years, and what is certain is that this is one of the best-driving examples we have ever had. The car was repainted some years ago, and the presentation is still superb. **£34,995**

1932 MG Magna F1 – A photographic record of the rebuild gives a detailed account of the late 90s restoration when the car was fully rebuilt and retrimmed. **£34,995**

1969 Morris Mini Cooper S MKII – TLD 727G is an impressive example throughout and an exceptional driving car. The MKii was subject to a full restoration in the early 90s, but with careful maintenance and 20 years of storage, it presents as if it was a much more recent rebuild. **£29,995**

2013 Morgan 3-Wheeler GTi – This stunning Morgan has covered 17000 miles from new and boasts an impressive specification and list of expensive upgrades. Finished in Sport Black with Saddle Brown trim, our Morgan has been fitted with a S&S Stage 2 upgrade. **£29,995**

1993 Mercedes-Benz 500SL – L240 PMK presents superbly, the bodywork is lovely and straight, paint finish excellent and the interior beautifully kept. Both soft top and hard tops are in lovely condition and function correctly. **£24,995**

1954 MG TF 1250 – FO 7394 is a home market, UK supplied MG TF 1250 that has an incredible history file spanning the best part of 60 years. The MG has arrived in beautiful condition with an excellent chassis, bodywork and a gorgeous six-year-old paint finish. **£24,995**

2005 Caterham Superlight R300 – R300 AEC is a superb, low mileage (14,000 miles) example of a factory-built Caterham Superlight R300 with a K-Series Engine, LSD, and full weather equipment. **£23,995**

1989 Rolls Royce Silver Spirit I – This beautiful, superbly prepared Rolls Royce Silver Spirit has covered just 50,000 miles from new and retains a fantastic history dating back to new. **£19,995**

1987 Jaguar XJ-S C 3.6 Manual – This beautiful example has just 2 owners from new and has covered less than 29,000 miles from new. It arrives to us as a very well presented, lovely driving car. **£18,995**

1968 MG C Roadster – Our MGC is a fantastic to driver, it performs incredibly well on the road with a strong, fit and healthy engine holding very good oil pressure, and the overdrive gearbox functions perfectly with nice changes throughout the box. **£18,995**

1950 Morris Minor Series MM Tourer – Having spent almost 50 years in Australia, the Morris arrived back in the U.K via container in the late 1990's and was then subject of a total rebuild by Ian Allen at Minor Services in Cambridgeshire. **£17,995**

1972 MG B Roadster – The MGB has a well-documented history. It was with the same family for around 30 years and has covered little 21,000 miles since a complete overhaul, restoration and re-paint, and engine rebuild. **£16,995**

1996 TVR Chimera 400 – N697 MAM is a very well maintained and usable example with only 76,000 miles that has benefitted from a recent course of meticulous ownership. **£14,995**

2000 Subaru Impreza Turbo 2000 AWD – This gleaming, beautifully finished and very correct UK Home Market Subaru Impreza Turbo has recently been subject to a program of work costing in the region of £20,000. **£14,995**

1927 Citroen 12/24 5 Seat Tourer – There are lots of photographs in the large history file of the completed car following restoration in the early 70s. It now presents as a very honest and charming prewar car. **£11,995**

1979 Laverda Jota 180 – Immensely powered by fully rebuilt 981cc, air-cooled, DOHC inline three-cylinder engine, this Jota is a very capable classic motorcycle and was the fastest production motorbike of its era. **£14,995**

1971 Austin Sprite – Only 1,022 Austin Sprites were ever made making this an exceptionally rare car among its peers of British Leyland Roadsters. Since 2007, the Austin has covered a mere 5,000 miles, taking the total odometer reading to 65,000. **£9,995**

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1995 PORSCHE CARRERA 4 911 (993) 6 SPEED MANUAL (LHD). Supplied by Sonnen Porsche of San Francisco, original invoice is within the history file. Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. Comes with a service book, owners manual, V5C document and print out of service, mileage and ownership history. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced................ **£64,995**

1989 BMW 635 AUTO. Finished in immaculate Alpine White with Lotus White full leather. Full Nappa Leather, Electric Sunroof, Air Conditioning, Sony Music system, rear blind, electric seats with memory, ellipsoid headlamps, switchable automatic gearbox etc. Last used at 102,302 miles in 2012 and now fully recommissioned and ready for the road again. Immaculate well looked after example with extensive BMW Main Dealer History. Becoming very hard to find.. **£28,995**

1989 JAGUAR XJS V12 CONVERTIBLE. This immaculate XJS has only covered a mere 33,000 miles from new. Finished in Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Comes with original handbooks, service book and tool kit. Exceptional example with excellent history **£27,995**

1988 MERCEDES R107 500SL. Finished in immaculate Pageant Red with Beige Hide. Sold by us to a local lady in 2008 and serviced and maintained by us and has covered only 10,000 in 17 years. Facelift model with the all Alloy Engine, 4 speed gearbox, ABS brakes and flat face alloy wheels. Original book pack, fully stamped service book and file of invoices for service and maintenance keeping the car in the magnificent condition it is today **£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO. A rare opportunity only 87 RHD out of a total production of 237 of these fabulous last of the line ZA service Rolls Royces. Immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and MOTs. Excellent example of a very collectable Rolls Royce... **£26,995**

2005 TOYOTA ALPHARD CAMPER VAN. Slimline elevating roof with end kitchen. Kitchen can be accessible from inside the van or through the rear door outside. Finished in immaculate Metallic Grey with virtually as new Grey Trim. With Alloy Wheels, Air Conditioning, Automatic Transmission, Sat Nav and DVD player. The end kitchen looks to be new and unused as does the fridge. Ready to drive away into the sunset for only .. **£21,000**

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2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED Finished in immaculate Lunar Grey with Charcoal hide Black hood and Black 20 inch split rim alloy wheels. Only 51,000 miles and a full service history with 9 stamps in the service book. Sat Nav, Cruise Control, Electric heated seats with Electric lumbar adjustment, rear park assist, dynamic stability control and much more. Original book pack, service book, 12 months MOT and 12 months warranty. Super Car Performance for only....... **£19,995**

2002 MASERATI CAMBIOCORSA 4.2 Finished in one of the best colour combinations of Blu Mediterranean with Crema hide. With the 4.2 Ferrari Built 4.2 V8 engine. Only 54,000 miles from new with Full Maserati History mainly by Maranello and comes with fully stamped service history backed up with a large file of invoices and old MOTs original manuals and tool kit. Exceptional value Italian SuperCar for only..................... **£17,995**

ULEZ EXEMPT
1980 MGB ROADSTER. Finished in Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles and comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for services and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! ... **£14,995**

ULEZ EXEMPT
1971 MORRIS MINOR TRAVELLER. Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82,000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows.. **£14,995**

1989 MERCEDES 230E COUPE AUTO *ONLY 55,000 MILES*. Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example.. **£14,995**

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2006 MASERATI QUATTROPORTE EXE GT. Immaculate Nero Black Metallic with Ivory leather, contrasting Black stitching, gloss Black trim, wood rim steering wheel, Alcantara roof lining and electric sunroof. Only 57,000 miles, featuring the 4.2 V8 Ferrari built petrol engine with a 6 speed Maserati Famous F1 paddle shift gearbox with sports mode. Very high specification being the executive model. Comes with all its original handbooks a Grey Paul Maserati Main Dealer History with 7 stamps in the service book and 2 sets of keys. Stunning looking low mileage immaculate Italian Supercar ... **£12,995**

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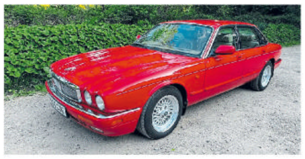
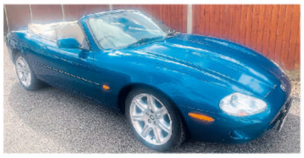
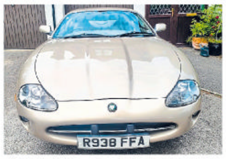


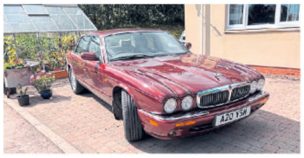
JAGUAR XJ6 1995, 61400 miles, RHD, Automatic, 3.2 Executive, stunning, built for Senior Jaguar Design Engineer, full Sovereign spec, total ceramic pro respray 2021, FSH, lovingly maintained, 4 new tyres 2023, eye catcher, MoT Aug 2026. **£8500** Berkshire Tel:01628621262



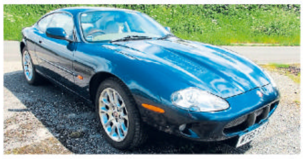
JAGUAR XK8 1997, 106000 miles, RHD, Automatic, 4.0 automatic, excellent running condition, used weekly, does require a touch up on the front bumper (see photo), just MoT'd, recent new roof. **£6995** Bedfordshire Tel:07968168529



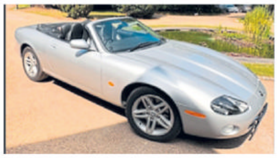
JAGUAR XK8 1998, 41352 miles, RHD, Automatic, Metallic Topaz, totally original and in fantastic condition. Last serviced 25/03/25 by Reading Independent Jags & Classics. MoT until 25/03/26. **£8995** Berkshire Tel:07768475290



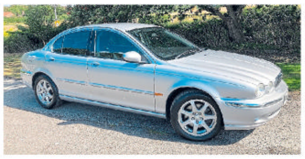
JAGUAR XK8 1998, 60000 miles, RHD, Automatic, Bodywork in very good condition, mechanically very good. Call for more info. **£2650** Dumfriesshire Tel:07779449943



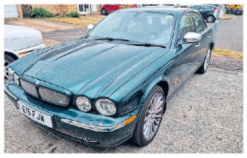
JAGUAR XKR 2000, 48000 miles, RHD, Manual, Coupe, stunning, Pacific Blue with Ivory interior, MoT May 2026, one previous owner, full service history and all paperwork going back to first owner, superb condition, reluctant sale. **£7500** Buckinghamshire Tel:07702285139



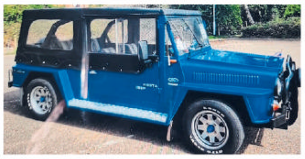
JAGUAR XK8 2003, 51000 miles, RHD, Automatic, 4.2-litre convertible grand tourer in great condition. Please call for further details. **£10000** Buckinghamshire Tel:07946377504



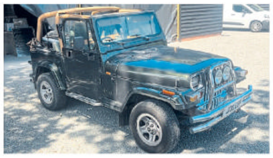
JAGUAR X-TYPE 2003, 102000 miles, RHD, Automatic, 2.1 V6 Petrol Automatic, finished in silver metallic with full black leather interior and wood dash inset's. Beautiful condition for its age and mileage, 4 premium Continental tyres. **£1500** East Riding of Yorkshire Tel:07950654161



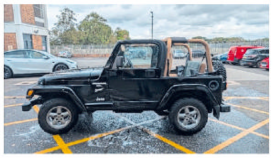
JAGUAR XJR 2004, 128000 miles, RHD, Automatic, 4.2 litre V8 Supercharged, great condition inside and out, lots of paperwork, long MoT, Jaguar Racing Green, Ivory/Black leather, must be seen. **£5995** Bedfordshire Tel:07837767153



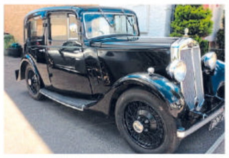
JEEP SPARTAN 1989, 1 miles, RHD, Manual, Kit car, based on a Ford Fiesta 1300s. Built in 1989. Very good condition, only done 5000 miles since build. Engine and gearbox both reconditioned in 1989. Vehicle strips down to an open top Jeep. **£2250** Cambridgeshire Tel:07702667888



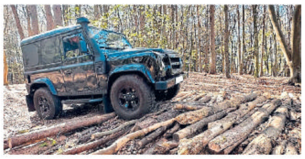
JEEP WRANGLER 1996, 103000 miles, RHD, Manual, Comes with a hard top, the vehicle is used daily and the number plate is included. **£8200** Essex Tel:07976913966



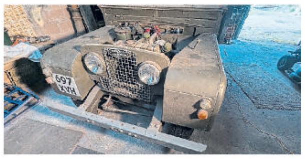
JEEP WRANGLER 1998, 43000 miles, RHD, Manual, Exceptionally low mileage, pristine condition, showroom-quality, meticulously cared for, recent upgrades, rare gem, Japanese import, looks and drives like it just rolled off the lot. **£12000** West Midlands Tel:07899154192



LANCHESTER 10 1935, 30000 miles, RHD, Manual, Good condition, new headlining, carpets and door cards, preselect gearbox. **£5500** Kent Tel:07984015147



LAND ROVER 90 2004, 197700 miles, RHD, Manual, Classic, ready for adventure. A true British icon, well loved and cherished as a weekend warrior. Used regularly (not daily). Recent service history, ready to go. **£15495** London Tel:07769507243



LAND ROVER SERIES I 1954, 1 miles, RHD, Manual, SWB, petrol, reluctant sale, A1 condition, owned and garaged 50 years, well maintained, V5 plus history, many parts, spare engine and gearbox. **£20000** Merseyside Tel:07377262147

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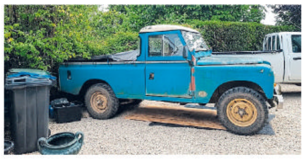
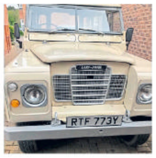
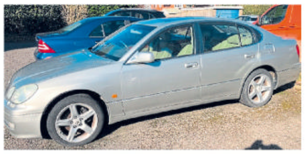


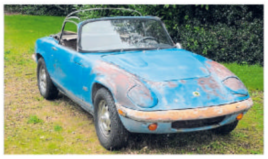
LAND ROVER SERIES III 1977, 158399 miles, RHD, Manual, In custody since Dec 2007. Only 9,399 miles in 18 years of ownership. Seats driver + 8 passengers. Historic vehicle status: no tax or MoT, inexpensive insurance. **£4500** Wiltshire Tel:07767663360



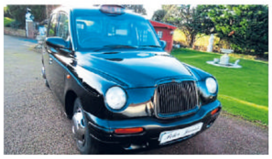
LAND ROVER SERIES III 1982, 1 miles, RHD, Manual, County safari top, overdrive, 2.2 petrol, MoT'd, heritage certificate, lots spent on it. **£12500** West Sussex Tel:07957417862



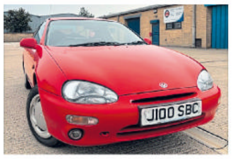
LEXUS GS 2003, 66000 miles, RHD, Manual, On SORN, starts first time, good condition, needs MoT. Please call for further information. **£3000** Wiltshire Tel:07799897923



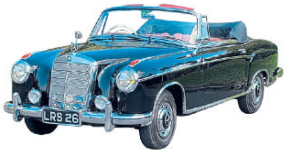
LOTUS ELAN 1971, 42000 miles, LHD, Manual, Series 4, dismantled for restoration, good original chassis in very good condition, requires minor repairs, will be very simple to convert to RHD, all UK taxes have been paid and it comes with a V5C. **£12000** Suffolk Tel:07787128736



LTI TX2 2005, 1 miles, RHD, Automatic, Contact dealer for mileage, Black, superb interior, occasional seats, PAS, wheelchair access, e/windows, stereo, glass divider, handbook, difficult to find another like this. www.peterjarvis.net (T). **£6750** Kent (T) Tel:07836 250222



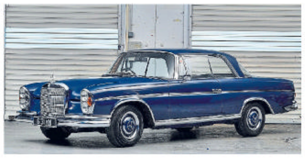
MAZDA MX-3 1991, 1 miles, RHD, Manual, 1.6, original, 2 owners from new, an excellent example, folder full of all works carried out by dealerships, interior is unmolested and completely original, serious buyers only. Mileage unknown. **£5000** Cambridgeshire Tel:07428739382



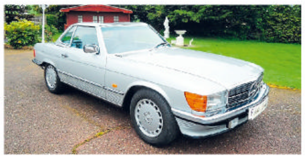
MERCEDES-BENZ 220 1957, 1 miles, RHD, Manual, S Ponton Cabriolet, mileage unknown, superbly finished in Black, Red leather, a new hood, believed one of only 20 RHD, comes with an impressive restoration/history file. www.realcar.co.uk (T). **£110000** Gwynedd (T) Tel:01248602649

FRAUD CHECKS

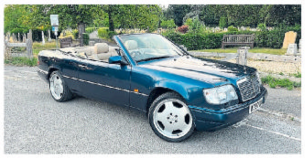
- **Always view a vehicle at a seller's address, never a service station**
- **Get an HPI check to ensure there is no outstanding finance on the car**
- **Check that the VIN number matches the V5c**
- **Check the V5c with the DVLA to make sure it hasn't been stolen**
- **Look for overspray - a respray may indicate a shady past**
- **If paperwork doesn't match the car, don't go ahead with a purchase**



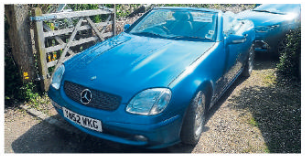
MERCEDES-BENZ 300 1967, 34185 miles, RHD, Automatic, SE, luxurious interior, is clean and charismatic, eye catching car, beautiful design, great condition, enormous paperwork file, previous MoT certificates, MoT exempt. www.winchesterautobarn.com (T). **£68950** Hampshire (T) Tel:01962677776



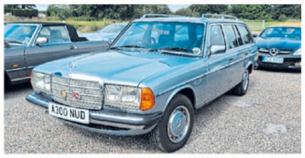
MERCEDES-BENZ 300 1988, 23000 miles, RHD, Automatic, SL Sports, Navy Blue interior and matching soft top, complete with hard top, spare wheel never used, all tools, 1 previous owner, excellent service history, new MoT. www.peterjarvis.net (T). **£59750** Kent (T) Tel:07836250222



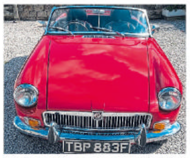
MERCEDES-BENZ E-CLASS 1995, 86000 miles, RHD, Automatic, Beautifully finished in Azurite Blue metallic with Black hood, 18 inch AMG Mono Block alloy wheels, a real time warp car, with 20 years of old MoT certificates, MoT until June 2026, FSH. **£12995** Surrey Tel:07798753832



MERCEDES-BENZ SLK-CLASS 2002, 73000 miles, RHD, Manual, Special Blue model, modern classic, Kompressor, rare 6 speed manual, full Mercedes main and specialist service history, club member, garaged, MoT till 4.12.25, 4 owners, 2 keys, very reliable. **£4100** Gloucestershire Tel:01452770114



MERCEDES-BENZ W123 1983, 1 miles, RHD, Manual, 230 TE Estate, mileage unknown, First class original condition, near concors condition, MoT and tax exempt, and Ulez, sensible offers. **£POA** Surrey Tel:01883348187



MG B 1967, 13943 miles, RHD, Manual, Owned by current owner since 2021, previously privately owned and well cared for, nice bodywork, been well restored at some point prior to current ownership, tyres are good. **£10500** Derbyshire Tel:07881782396

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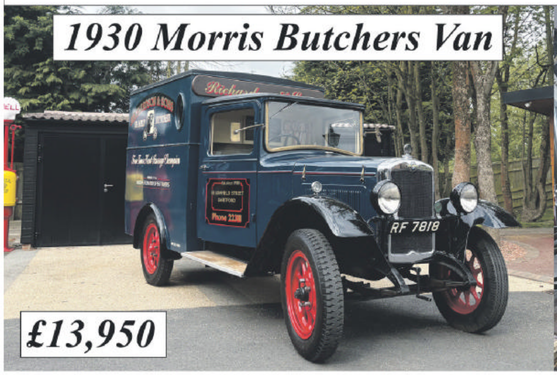
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2013/13 Bentley Continental GT Speed in Glacier White with Black 21 inch Speed wheels and red brake calipers. Beluga interior with Pillar Box Red stitching and 3 spoke steering wheel in Beluga stitched in Red. Massage and ventilated front seats and rear park camera. Immaculate throughout, only 27,000 miles with FSH **£44,950**

2013/13 Bentley Continental 4.0 V8 GTC in Granite with a Black hood, 21 inch alloys and Beluga interior, with contrast stitching, heated steering wheel, massage and ventilated front seats, rear park camera and spare wheel. Unmarked and known to us for many years, with only 50,700 miles and FSH. Outstanding value **£43,950**

2012/61 Bentley Continental 6.0 GT Mulliner in unmarked Sapphire Blue with 21 inch alloys and chromed lower front grilles. Linen leather, Nautic secondary hide, contrast stitching and Walnut veneers. Only one previous owner and just 10,900 miles. Serviced every year by Bentley, superb spec. including Apple CarPlay. Unrepeatable at **£53,950**

2016/16 (2017 Model) Bentley Bentayga W12. Finished in Dark Sapphire Blue with new tyres and 22 inch directional Black painted and polished alloys with Panoramic roof and City Specification. Linen leather with secondary hide in Imperial Blue. Full Mulliner spec. One family owner, 29,000 miles with FSH. Stunning condition **£65,999**

2007/07 Bentley Arnage R in special order Silverlake with 19 inch alloys, chrome radiator grille and Magnolia interior piped in French Navy. Birds Eye Maple veneers, Flying B's on door cappings, rear vanity mirrors, electric rear seats and dual trimmed steering wheel. Only 2 owners, 66,000 miles with FSH. Immaculate **£39,750**

2008/08 Bentley Flying Spur Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and an electric glass sunroof. The interior is again Mulliner design in Portland leather, stitched in Beluga. Only 79,000 miles with Full Service History. Immaculate condition throughout **£19,650**

1995 N Rolls Royce Silver Spirit MK IV. Finished in Wildberry with Cotswold interior and Mulberry carpets. Fitted with picnic tables and bottle cooler to the rear. This car has only covered 86,000 miles, with FSH and has been known to us for over 16 years. Unmarked condition throughout and highly recommended **£21,250**

2010/10 Bentley Continental GT Speed. Finished in special order Moroccan Blue with 20 inch Speed wheels. Beluga interior with contrast stitching in Linen and stitched Flying B's on the seats in Linen. Rear park camera and Convenience Specification. Only 58,000 miles with full history. Immaculate condition. Amazing value **£28,950**

2003/52 Bentley Arnage T. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with French Navy embroidered Flying B's and French Navy secondary hide, with Walnut veneers and French Navy carpets. Only 33,800 miles with FSH. Known to ourselves for many years, immaculate condition throughout, must be seen **£31,950**

1991 H Bentley Turbo R MK II Active Ride. Finished in unmarked Royal Blue with standard 15 inch alloys, with a Cream coachline. The interior is trimmed in Parchment leather piped in French Navy and French Navy carpets piped in Parchment. Lots of history, outstanding condition, only **£13,999**

1999 Rolls Royce Silver Seraph in unmarked Royal Blue, with almost new white wall tyres and electric sunroof, private plate included. Barley interior with Walnut veneers, picnic tables, vanity mirrors, electric reclining seats, updated sat nav, DAB radio and rear park camera. Only 72,000 miles with FSH. Immaculate **£35,950**

1980 V Rolls Royce Silver Wraith Series II in Walnut with Beige vinyl roof and limousine style rear window, with Corniche style hub caps and trim rings. Magnolia interior with Chestnut carpets, Magnolia piping and picnic tables. Only 58,000 miles with lots of history and the bodywork is immaculate **£37,950**

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MG B 1973, 1 miles, RHD, Manual, Fully rebuilt engine and gearbox, mileage unknown, front and rear road springs, king pins, shocks, discs, callipers, hard top, too many new parts to list, restoration needs finishing, price ONO. **£5000** Cheshire Tel:07486522199

MG B 1972, 4300 miles, RHD, Manual, Same meticulous owner over the past 30 years. Professionally rebuilt in 1994 from Heritage shell, host of new parts fitted, only driven in the dry, been garaged, on SORN, full MoT history, price ono. **£16495** Lanarkshire Tel:07877523347

MG B 1972, 1 miles, RHD, Manual, MILEAGE UNKNOWN. Project, older restoration with photos, now a rolling shell for next restoration, solid body but leaking hood means floor needs replacing, good interior and chrome, nothing missing. **£2400** Berwickshire Tel:07788577730

MG BGT 1969, 53000 miles, RHD, Automatic, Restored in 2015. Midnight Blue with biscuit leather, Webasto sunroof, uprated parts, solid underside, and a large history file. **£11500** Bedfordshire Tel:07578360734

MG MIDGET 1977, 1 miles, RHD, Manual, Never been welded, kept in dry heated storage. Starts and runs. Will require servicing. Complete with boot rack. Mileage unknown. **£3200** Buckinghamshire Tel:01296623141

MG B 1978, 56000 miles, RHD, Manual, 2 previous owners, restored 22 years ago. MoT & tax exempt, no rust or rot. Runs beautifully. Needs new soft top, minor battle scars. Genuine buyers only. **£4800** Tyne and Wear Tel:07772016803

MG B 1979, 48102 miles, RHD, Manual, 48k miles, serviced and MoT'd until May 26, bought at auction in 2021 only done 400 miles in 4 years, kept in a garage, price ONO. **£7950** West Yorkshire Tel:07850744130

MG MIDGET 1980, 75891 miles, RHD, Manual, White, unfinished project, welding work done to high standards, all parts boxed, engine all complete, other parts include two new doors, three front wings, two bonnets, please call. **£450** Essex Tel:07850123918

MG B 1981, 35000 miles, RHD, Manual, Vermilion, owned since 2011, old MoT certificates and letter from a previous owner to verify, rustproofed from new, excellent condition and serviced and MoT'd annually. **£9750** West Yorkshire Tel:07752956012

MG F 1996, 71977 miles, RHD, Manual, 1.8i VVC, for light recommissioning, sat dry stored for the last 5 years, car rolls, fair history, 5 owners, good project, hard top, 2 keys, must be transported away, ono. www.trgb.co.uk (T). **£1695** Cambridgeshire (T) Tel:01487842168

MG F 2001, 83700 miles, RHD, Manual, Tahiti Blue metallic, Black leather upholstery, excellent soft top, quite an exceptional example owned for 7 years, garaged and fastidiously MG Specialist maintained, MoT till 19/06/26. **£3495** Staffordshire Tel:07510778493

MG ZR 2003, 118700 miles, RHD, Manual, MG Express 160 van. MOT'd. New water pump/cambelt. Near-new tyres. Red leather trim, dog guard, rear carpet, space saver. **£3000** Lincolnshire Tel:07557275726

MG TC 1947, 16451 miles, RHD, Manual, Restored 1990s, all matching numbers, unused hood/side screens, refurbed 16" wire wheels, rewired, rebuilt suspension and brakes, always garaged and does not go out in the rain, price OVNO. **£24000** West Sussex Tel:07894075533

MG TF 2003, 50400 miles, RHD, Manual, Trophy Blue, 1.8 manual, 50,400 miles. Soft ride conversion, alloys, recent twin exhaust, hard top. Very reliable, outstanding condition. Genuine reason for sale. 12 months MoT on sale. **£4500** Greater Manchester Tel:07871591672

MG TF 2004, 63000 miles, RHD, Manual, Lovely condition. Part service history, owned 20 years. 1600cc version. Head gasket and water pipes updated. Good and dry underbody. Drives very good. MoT May 26. **£1850** Bedfordshire Tel:07961430551

MINI COOPER 2012, 71000 miles, RHD, Manual, 71,000 miles from new and full service history. Ice Blue/White roof, excellent condition and drives great, many factory options, MoT until January 2026, would put new MoT on if requested. **£4295** Nottinghamshire Tel:07597558303

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MINI COOPER 2000, 34000 miles, RHD, Manual, Lovely condition, black half leather in great condition, 3 previous owners, FSH, receipts for work done, number of upgrades, fuel injection, drivers airbag. www.winchesterautobarn.com (T). **£18950** Hampshire (T) Tel:01962 677776

MORGAN PLUS 4 1990, 37000 miles, RHD, Manual, Reluctant sale (genuine reason—have another). Totally reliable, lots of extras. Third owner. Just passed MoT. Complete service history. Soon be tax/MoT exempt. **£25000** Devon Tel:07967752831

MORRIS 10/4 1934, 54900 miles, RHD, Manual, Owned by the previous owner for over 35 years, was subject to a full professional restoration in 1991/1992 including full engine rebuild, recent new tyres/tubes, in lovely condition. **£9250** Suffolk Tel:07889765706

MORRIS MINOR 1957, 1 miles, RHD, Manual, Convertible, mileage unknown, White with Red hood and interior, disc brakes, electronic ignition, full Wix injector. **£9000** Somerset Tel:01984629521

MORRIS MINOR 1955, 1 miles, RHD, Manual, New MoT Until September 2026. It has a cheese grater grill. A new 1098cc engine fitted in 2011. Drives and stops very well, in very good condition with no rust. Could deliver by arrangement if needed **£6950** Hampshire Tel:07939264653

MORRIS MINOR TRAVELLER 1964, 29132 miles, RHD, Manual, Old English White, Marina 1275 engine, disc brakes, runs and drives well, new Newton commercial front seats, old seats available too, wood solid, paintwork good. **£14000** Norfolk Tel:01263711263

MORRIS MINOR TRAVELLER 1964, 76642 miles, RHD, Manual, Truly charming, presented in excellent condition, only being sold due to a lack of storage space, carefully maintained and preserved, mechanically sound, turns head, being sold due to lack of storage. **£9995** Lincolnshire Tel:01673828965

MORRIS MINOR 1967, 27200 miles, RHD, Manual, Garage-stored since 2007, bought from Charles Ware after full rust repair, respray & new hood. In very good condition and runs well. **£9500** Berkshire Tel:07930283403

NISSAN S-CARGO 1989, 80000 miles, RHD, Automatic, A real head turner from the legendary Pike factory. Includes sought-after drinks rack, radio panel, and original Snail hub caps. Regularly serviced; no problems with MoT's. **£2750** Kent Tel:07722009166

NISSAN PRIMERA 2000, 52000 miles, RHD, Manual, Excellent condition, always serviced with MoT. 52k miles, fault-free. Top-spec model with cream leather. Drives and looks like a car only 12 months old. **£2950** Lincolnshire Tel:07765763507

PACKARD SUPER EIGHT 1937, 87251 miles, RHD, Manual, Independent front suspension, engine rebuilt by Rolls-Royce specialist. Two-tone Grey with Red leather, new body fitted 2017. Imported to UK 06/01/1937. **£30000** Staffordshire Tel:-1782533105

PEUGEOT 304 1973, 70000 miles, RHD, Manual, Matching numbers, many new parts, road worthy but needs work to bring it back to former glory, includes extras, history file, selling due to lack of time, sold as seen. **£3000** Shropshire Tel:07584146430

PEUGEOT PARTNER 2001, 128000 miles, RHD, Manual, Peugeot Partner 1.9 diesel van, tidy condition inside and out, alloy wheels, central locking, short MoT, drive away. **£450** Leicestershire Tel:07779388817

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Fiat Uno IE Turbo TIPE 146 Hot Hatch. Just imported from Espana in very nice condition. £9,450

Ferrari 250 GTE Project LHD 1963. Was first shipped to the USA and was recently discovered in a barn missing its engine and gearbox. £59,500

Rover 3.5 Coupe 1970. Starts and drives nicely. Needs re-paint and some welding. Nice interior. Heritage certificate, service history. ~~£6,450~~ £4,750

1988 Lancia Delta HF Integrale Project. Just come from long term storage very exciting project 4x4 Lancia. Very solid and original looking car. Will need recommissioning due to storage £24,450

Mercedes Ponton 1960 Right hand drive, only 17 made, believe to be 6 or 7 left in the world. £85,000

1963 Corvette C2 Stingray. This very nice early Corvette Roadster has been in the UK since 1987. Very well looked after with a large history folder currently running and driving well. £48,000

1990 Ford Sapphire Cosworth, LHD, UK reg. One owner, only 20k miles from new. Outstanding condition throughout, probably the best original one anywhere. P/Ex possible. £22,500

1959 Maserati 3500 GT Interesting Project. Early Car comes with its restored interior trim in black Leather and lovely alloy body and Beautiful paintwork. £39,450

1966 BMW 2000CS. This very stylish 1966 BMW 2000CS was first registered on the 17/06/1966. It has a remarkably original interior. £13,450

Renault French truck, 1955 4 speed diesel hydraulic back, a genuine barn find, LHD £4,250

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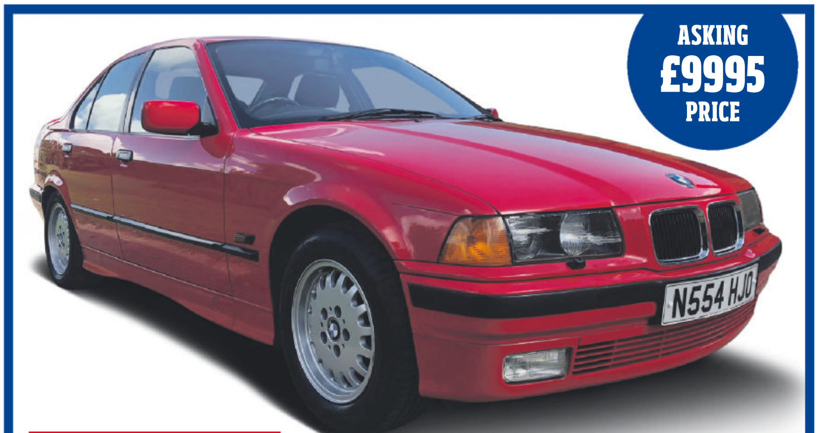

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1995 BMW 328i SE

ENGINE 2793cc/6-cyl/DOHC **POWER** 193bhp@5300rpm **TORQUE** 206lb ft@3950rpm **MAXIMUM SPEED** 147mph **0-60MPH** 6.9sec **FUEL CONS** 16-33mpg **TRANSMISSION** RWD, five-speed manual **MOT** 12 months from sale **ODOMETER** 93,443 miles

WHAT'S IT LIKE TO DRIVE?

The big six-cylinder engine provides plenty of grunt, especially when you push north of 4000rpm and the spirited performance is exemplary. The five-speed manual 'box is a sweet unit and the car handles wonderfully, remains planted on the road and exudes confidence when cornering. Everything feels solid with that inherent BMW build quality ever-present and there are no squeaks, rattles or vibrations, just a smooth, refined ride.

BODYWORK CHECK

The exterior is in beautifully preserved condition. There is no evidence of any damage or corrosion but there are a few blemishes to the bonnet that have been touched up. The red paintwork is in great shape though and retains a deep shine. Panel gaps all appear uniform and it's just as tidy underneath. The original 15-inch alloys are in good nick with only a few light marks to note, mainly to the rims. Tyres are all Goodyear Efficient Grips that appear to be in fine fettle and are wearing well.

EXTERIOR
Unmodified and well preserved
INTERIOR
Wholly original and in great condition
MECHANICALS
Plenty of smooth, refined power

HOW'S THE INTERIOR?

The grey velour remains in excellent order with minimal signs of wear and tear, even to the high traffic areas. Being the SE model, it features electric windows all round, as well as an electric sunroof, all of which work perfectly, as do the rest of the controls. The seats, carpets, door cards and headlining are all in great shape as is the dashboard, and the wholly original cabin is perfectly comfortable. A full mat set is included and the car also comes with a matching spare wheel, jack, first aid kit and factory tool kit.

UNDER THE BONNET

The engine bay is incredibly clean and tidy and we could find no evidence of any fluid leaks, grime build-up or corrosion. Oil and coolant levels are bang on and there are no issues with smoke from the exhaust or unwanted noise from the drivetrain. This 328i fires instantly to life, sounds exactly as it should and maintained an optimal engine temperature reading throughout our test. The exhaust system looks to be in perfect order and there are no issues with the diff, either making noise or leaking oil.

THE CCW VIEW

This 328i is wholly original and in great condition – E36s in this order are becoming increasingly rare. This unmodified example has the added practicality of four doors while still retaining the performance that the 2.8-litre fuel-injected straight-sixes provide. A proper old-school BMW that possesses just enough bells and whistles to remain comfortable to use every day should you wish, the E36 3 Series is perhaps one of the best examples of a usable modern classic – and this one is an excellent representation of the breed. **Dale Vinten**

✓ **PROS** Excellent original condition
✗ **CONS** Some small blemishes to the bonnet

Interior completely original and in great condition.

Clean and tidy, just like the rest of the car.

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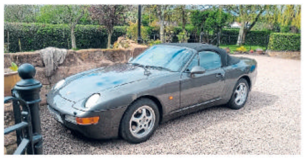

PORSCHE 968 1992, 131500 miles, RHD, Manual, 6 gear manual, full service history, 10 year ownership, full MoT, Grey interior, Grey exterior, various new parts during ownership. **£11995** Worcestershire Tel:07855872276

PORSCHE 911 1996, 89940 miles, RHD, Manual, Turbo, in great condition both cosmetically and mechanically, comes with comprehensive paperwork, 18" Turbo wheels, collectable car. www.winchesterautobarn.com (T). **£149950** Hampshire (T) Tel:01962677776

PORSCHE 911 2003, 67900 miles, RHD, Manual, Low-mileage example in Ferrari Blue metallic with full leather interior & factory sunroof. 4 previous owners, SORN in dry storage, will be sold with MoT. **£20000** Aberdeenshire Tel:07526048237

RENAULT 25 1991, 61410 miles, RHD, Manual, Rare, solid classic saloon. 2.0 petrol, manual. MoT Aug 2026. Very clean interior. Well-preserved French classic: comfortable, spacious, retro charm. V5C, 2 keys. **£4000** Gloucestershire Tel:07956659201

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RENAULT CLIO 1996, 39000 miles, RHD, Manual, Very good running order, lots of service history, basic spec model (no power steering, central locking or electric windows), shows some wear and tear to be expected from a 29 year old car, MoT May 26. **£995** Gloucestershire Tel:07941344909

RENAULT MEGANE 2002, 60000 miles, RHD, Manual, Not been used since last MoT, had cam belt changed, drives great. **£500** Northumberland Tel:07816561852

RENAULT SPIDER 1998, 19000 miles, RHD, Automatic, New cambelt, Mohair roof. Set of Spider repair manuals. RHD, true sports car, fun to own and drive, always garaged and well cared for. **£32000** Suffolk Tel:07976976117

ROLLS-ROYCE 20/25 1931, 80779 miles, RHD, Manual, A delightful car, sound, nicely proportioned and all correct, with excellent door fits, running and driving well, very nicely re wired in correct, cotton covered cable. www.realcar.co.uk (T). **£25000** Gwynedd (T) Tel:01248602649

ROLLS-ROYCE 20/25 1934, 1 miles, RHD, Manual, James young Saloon, mileage unknown, handsome, very smart, strong coachwork, lovely Deep blue interior, very attractive veneers, original Philco radio controls, recent work. www.realcar.co.uk (T). **£29500** Gwynedd (T) Tel:01248602649

ROLLS-ROYCE PHANTOM 1934, 1 miles, RHD, Manual, P11 Sedanca De Ville, mileage unknown, coach built by Windover, superb highly polished veneers, handsome, elegant and sleek, won many awards, history, starts immediately. www.peterjarvis.net (T). **£275500** Kent (T) Tel:07836250222

ROLLS-ROYCE 20/25 1936, 11525 miles, RHD, Manual, Total of 5 previous owners, comes with a current V5c Document, Brown leather interior, Beige interior roof with walnut dashboard, some tools, very good condition under the bonnet, runs well. **£49995** Somerset Tel:07774573030

ROLLS-ROYCE WRAITH 1939, 65500 miles, RHD, Manual, Magnificent, James Young Art Deco Razor Edge coachwork, restored to concours condition by Rolls Royce experts in Scotland, o/d fitted, huge restoration file, in private collection for 23 years. **£100000** Dublin Tel:00353872744840

ROLLS-ROYCE SILVER DAWN 1951, 1 miles, RHD, Manual, Sports Saloon, mileage unknown, very smart, superb fresh interior in excess of £48k spent over six years, featured in Original R-R and Bentley and early history in Kenya. www.realcar.co.uk (T). **£34500** Gwynedd (T) Tel:01248602649

ROLLS-ROYCE SILVER CLOUD 1965, 1 miles, LHD, Automatic, 3, Flawless Midnight Blue, London Tan hide, new Royal Blue Wilton carpets, extensive body/trim restoration works completed, formerly owned by CEO of Cartier, mileage unknown. www.ddclassics.com (T) **£POA** Surrey (T) Tel:02088783355

ROLLS-ROYCE SILVER WRAITH 1980, 58000 miles, RHD, Automatic, Series 2, extremely rare, believed to be 1 of only 150 produced for UK market, 3 years ago underwent a complete mechanical overhaul, lots of history, must be seen. www.hanwells.net (T). **£37950** London (T) Tel:02085679729

ROLLS-ROYCE SILVER SHADOW 1980, 76000 miles, RHD, Manual, A very fine example of a late Silver Shadow, in lovely condition throughout, very attractive in Willow gold and Dark Olive, contrasting nicely with the brightwork. MoT'd. www.realcar.co.uk (T). **£22500** Gwynedd (T) Tel:01248602649

ROLLS-ROYCE CORNICHE 1986, 68000 miles, RHD, Automatic, Convertible, finished in Aurora with a new Spruce Green Mohair hood, Champagne interior piped in Spruce, full service history, immaculate throughout, DAB, park camera. www.hanwells.net (T). **£89950** London (T) Tel:02085679729

ROVER 2000 1966, 1 miles, RHD, Manual, Mileag unknown, owned 39 years, reluctant sale due to recent sight loss. Now needs a little TLC, some spares. **£4650** Cambridgeshire Tel:07976815959

ROVER P3 1949, 45000 miles, RHD, Manual, One of the last made Oct 49, very good condition, runs and drives well, prize winning car at the biggest shows in the North West, Black interior in very good condition, must be seen to be appreciated. **£11995** Greater Manchester Tel:07710091913

ROVER P4 1956, 108450 miles, RHD, Manual, Rare transition body shape model, made only 1955/56. Four former owners on V5. Original interior. Engine serviced, with service history. **£5750** North Yorkshire Tel:07944253178

ROVER P4 1958, 71000 miles, RHD, Manual, Grey with red leather, manual with overdrive. Alternator conversion, power steering, recently serviced. Drives very well; paintwork needs attention. Nice example. **£4000** London Tel:07746859178

ROVER 110 1962, 60000 miles, RHD, Manual, Beautifully restored P4 in Grey over Old English White. Fast, comfortable, virtually faultless. Ready to drive, brand new MoT (no advisories), priced to sell. **£9750** Worcestershire Tel:07887641983

ROVER P5 1970, 80000 miles, RHD, Automatic, Solid car, good history, MoT July 2026, lots of spares in deal. **£POA** Devon Tel:07798932311

ROVER P5B 1973, 172000 miles, RHD, Automatic, Solid body with minor interior repairs. Needs mechanical overhaul. Recent gearbox, new tyres, spares included, extensive history. Not running, uplift required. **£3500** Renfrewshire Tel:07921712289

ROVER P6 1974, 86000 miles, RHD, Manual, Selling for elderly friend who has just been informed he must no longer drive, restored mechanically and resprayed 2024, drives well, 25 years of history with the car, tax/MoT free, ULEZ compliant. **£8500** East Sussex Tel:01424219920

ROVER METRO 1990, 90282 miles, RHD, Manual, GS model, dry stored since 2008. Good bodywork but needs some welding. Excellent leather/wood interior, electric windows. Driven round yard. No MoT, V5 & spare keys included. **£500** East Sussex Tel:07584310728

ROVER METRO 1990, 23000 miles, RHD, Manual, 1.1c, 3 door, 23k, long MoT, a few small areas of surface rust, very good condition. **£1050** London Tel:07956904698

ROVER 400 1996, 24500 miles, RHD, Manual, A great example, this has the Honda engine, previously Waxoyled, lots of service history, reluctant sale as this will give many years of service if looked after, MoT till end of next July. **£2100** Lancashire Tel:07811204213

ROVER MINI 1997, 8300 miles, RHD, Manual, Unrestored & excellent throughout. Same family owned from new, original bill of sale & full service history. Volcano exterior, half cream leather &amp; Burberry check interior, full walnut trim. **£15750** Lincolnshire Tel:01652628235

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Rover 820 Vitesse 1995 - Beautiful Condition - £1k's spent	**£7,995**
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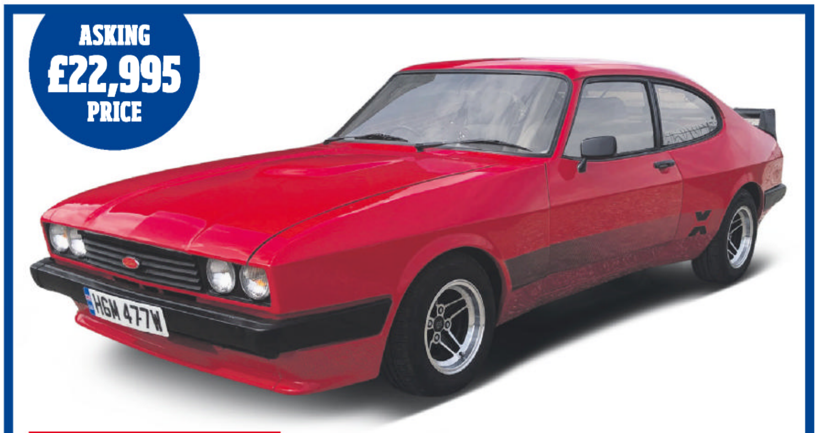

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1980 FORD CAPRI 3.0

ENGINE 2994cc/V6/OHV **POWER** 138bhp@5000rpm **TORQUE** 174lb ft@3000rpm **MAXIMUM SPEED** 116mph **0-60MPH** 8.6sec **FUEL CONS** 19-23mpg **TRANSMISSION** RWD, four-speed manual **MOT** 12 months from sale **ODOMETER** 2161 miles

WHAT'S IT LIKE TO DRIVE?

Other than a rebore to 3.1 litres and a sports exhaust, it's not certain if other upgrades were carried out during the restoration the car had 20 years ago, but it certainly performs much better than a normal V6 Capri. Under load, oil pressure hits max on the gauge thanks to an uprated pump, but the temperature gauge takes an age to move off its stop – not uncommon with V6s. Other mods include 2.8i front suspension struts together with GAZ dampers to go with the wider 205/60 Nankang tyres; at the rear an LSD is fitted together with an X-frame rear axle support. It drives a treat and the Wilwood brake upgrade is a huge improvement. There's a faint shrill from the clutch spigot bearing when depressing the pedal at higher revs.

EXTERIOR
Has purposeful X Pack addenda
INTERIOR
Good order, has Recaro seats
MECHANICALS
Boasts well-sorted enhancements

BODYWORK CHECK

This Radiant Red Capri is no shrinking violet with its X-Pack flared 'arches and monstrous rear spoiler. It's all standing up well with only a few areas requiring attention, the most glaring being some paint bubbling and untidiness on the rear hatch. Remarkably though the vulnerable front spoiler is excellent. There's some reclaimable damage to the wraparound plastic bumpers, but the RS alloys are in impressive order.

HOW'S THE INTERIOR?

The original Ghia trim has been substituted with a Shark Grey 2.8 Injection look. Apart from a missing tailgate trim, the interior is surviving well, particularly those comfy Recaro front sports seats. Being a Ghia it features a manual sliding sunroof; the grey headlining looks as new. There's a blanking plinth in place of the original stereo although the Alpine door speakers remain. Also AWOL is the rear wash/wipe system due to the fitment of the new rear tailgate spoiler. Since the standard external boot button is ditched, an electric release switch is fitted, with the switch by the driver's right knee.

UNDER THE BONNET

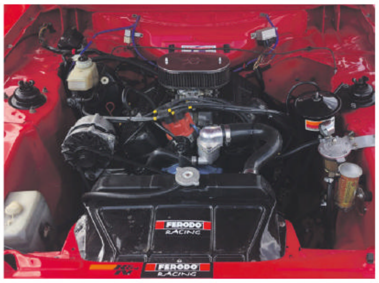
With its racing rocker covers and K&N air filter, the V6 certainly looks the part nestling in a tidy engine bay. The battery is relocated to the boot to allow a Filter King fuel regulator to be housed. This converted Ghia automatic has been known to this dealer for several years and was fully restored almost 20 years ago and for the past six years has hibernated in a garage as part of a collection. There is no history as such so this classic has to be taken on face value, but has recently been given a service and fresh MoT.

THE CCW VIEW

This well-sorted Capri that's a joy to drive. With the minor bodywork issues and few oily bits sorted, this fast Ford will look as good as it performs and not at unreasonable price either. **Alan Anderson**

☑ **PROS** A nice nearly-there Capri
☒ **CONS** Really could do with five speeds

Good order inside; the furry dice are optional...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ROVER MINI 1998, 39000 miles, RHD, Manual, MoT to May 2026. Many new parts incl. battery, tyres, brakes, exhaust, grille, bumpers & more. New heritage A panels, waxoyled throughout, with some paperwork/receipts. **£7500** Cornwall Tel:07827724560

ROVER 416 1999, 90000 miles, RHD, Manual, Stood in garage 3 years, non-running. Ideal project/restoration for a Rover enthusiast. Includes all paperwork, service book, and all MoT's. Collection only. **£450** Shropshire Tel:07593320310

ROVER 75 2003, 163633 miles, RHD, Manual, Connoisseur SE CDT touring estate, manual, Gold with Black Leather interior. Fitted towing equipment, in generally good condition, needs some slight attention. appreciating classic. **£850** West Midlands Tel:01902673636

SEAT AROSA 2003, 1 miles, RHD, Manual, For spares or repair, no tax and MoT, bring trailer, price ONO. **£600** Norfolk Tel:07469989396

SINGER GAZELLE 1966, 1 miles, RHD, Manual, MKVI, 1725cc, very solid car, no filler, lovely chrome, starts first time, new tyres, new clutch, stainless steel exhaust, electric ignition, smooth sync gearbox, drive home anywhere, check DVLA. **£5500** Cumbria Tel:07847214775

SIMCA ARONDE 1959, 64384 miles, LHD, Manual, Deluxe Six, solid/running, but needs a lot of recommissioning, rare car with an interesting history, including a film appearance, much loved, selling as I have too many projects. **£1895** Norfolk Tel:07853284279

SIMCA 1100 1978, 64000 miles, LHD, Manual, Imported from Spain last summer. Never welded, very reliable, no oil leaks, used regularly. On the button with no issues, new tyres. Paintwork patchy but still tidy. **£2250** Derbyshire Tel:07800902396

SUBARU LEGACY 2005, 102000 miles, RHD, Automatic, Estate, 4wd, large history file from new, MoT June 26, ULEZ ok, please call for further details, price ono. **£2495** Powys Tel:01982570326

SUNBEAM 20.9 1928, 1 miles, RHD, Manual, This car is well know in the STD (Sunbeam Talbot Darracq), six-cylinder overhead valve engine with Magneto ignition, lots of period features, serious offers around £25,000. **£25000** Buckinghamshire Tel:07572262775

SUNBEAM ALPINE 1968, 8957 miles, RHD, Manual, Owned since 2008, garaged classic with strong engine and great sound. Body, chassis & chrome in excellent condition, many new parts fitted over the years. A really nice example. **£9950** North Yorkshire Tel:07557972565

SUNBEAM RAPIER 1970, 1 miles, RHD, Manual, Very nice fastback pillarless coupe in Antiqua blue metallic, only 2 previous owners, rebuilt engine and a long MoT 1725cc twin carbs and overdrive. Hard to find like this not perfect but very nice. **£8295** West Yorkshire Tel:07831604434

TOYOTA LAND CRUISER 2010, 108000 miles, RHD, Manual, 6 speed manual, 8 services, cost £18500 new, full MoT, no accidents, ice cold air con, built in voice sat nav, 4 electric windows, alloys, no texts, can deliver anywhere. (T) **£1895** Somerset (T) Tel:07895675851

TRIUMPH TR3A 1960, 1 miles, RHD, Manual, Beautiful example, mileage unknown, has been body off restored and painted to a very nice standard, very good underbody and chassis, great spec, very fun, current MoT, www.trgb.co.uk (T). **£20995** Cambridgeshire (T) Tel:01487842168

TRIUMPH SPITFIRE 1964, 95000 miles, RHD, Manual, Two owners from new, excellent condition. Hard top, soft top & tonneau. Fitted with Le-Mans bonnet (original included). Many parts & extras. A cherished example. **£11000** Rhondda Cynon Taf Tel:07545535288

TRIUMPH SPITFIRE 1967, 18934 miles, LHD, Manual, MoT'd until 25.07.26. Tax exempt. Imported from Arizona 2017, UK registered, taxes paid. Original bodywork/chassis, never welded. Believed three previous owners. **£3900** Norfolk Tel:07787128736

TRIUMPH TR5 1968, 1 miles, RHD, Manual, Mileage unknown, very nice paint and gaps, superb engine bay and detail. Very good engine oil pressure and tuned to perfection, lots of other improvements made with £1000's spent. www.trgb.com (T). **£37995** Cambridgeshire (T) Tel:01487842168

TRIUMPH TR6 1970, 45000 miles, RHD, Manual, Heritage certificate, full rebuild with pictures, all bills for parts and body, new mohair hood, tyres, tank, owned 31 years. **£14000** Greater Manchester Tel:01619508974

TRIUMPH VITESSE 1971, 13344 miles, RHD, Manual, Dark Blue soft top, 1998cc straight 6 engine, very good condition, runs and drives, ONO. **£6000** Kirkcudbrightshire Tel:07377262147

TRIUMPH TR6 1972, 1 miles, RHD, Manual, Mileage unknown, very original example, is a perfect light Winter project, has current MoT, will require some minor mechanical and electrical repairs, very good engine/oil pressure. www.trgb.com (T). **£10995** Cambridgeshire (T) Tel:01487842168

TRIUMPH SPITFIRE 1972, 76844 miles, RHD, Manual, Very reluctant sale, an excellent solid start for a project, strong 1500cc engine, already had lots of time and money spent on it, being sold as seen, non runner, viewing is welcome. **£2500** Oxfordshire Tel:07765457337

TRIUMPH TR6 1974, 1 miles, RHD, Manual, Mileage unknown, originally Emerald Green from factory, colour changed to Sapphire Blue. Very nice engine bay, chassis is good but showing some repair patches, deemed solid/strong. www.trgb.com (T). **£17995** Cambridgeshire (T) Tel:01487842168

TRIUMPH TR6 1974, 1 miles, RHD, Manual, CR 125BHP, unknown mileage, not a barn find but has been stored in a garage, comes with all parts shown in the car, small amount of history including MoT dating August 1983. www.trgb.co.uk (T). **£3295** Cambridgeshire (T) Tel:01487842168

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TRIUMPH TR6 1974, 1 miles, RHD, Manual, Mileage unknown, fully restored with power steering, time to sell due to lack of use. **£22000** Cheshire Tel:07523085272

TRIUMPH STAG 1976, 42000 miles, RHD, Manual, MK2, manual/O/D, well maintained, sensitively upgraded, featuring major mechanical refurbishments by reputable specialists and thoughtful modernisations for comfort, reliability and classic charm. **£17500** Oxfordshire Tel:07778266307

TRIUMPH SPITFIRE 1978, 1 miles, RHD, Manual, 1500, fully restored, many new parts, resprayed to original colour, not professional but good condition. Interior fully replace i.e carpet and seat covering, new hood, tax and MoT exempt, ONO. **£5500** Nottinghamshire Tel:07306584000

TRIUMPH ACCLAIM 1982, 19000 miles, RHD, Manual, Top of the range, automatic gearbox, please call for further details. **£4000** Norfolk Tel:07771725205

VAUXHALL ASTRA 1990, 88000 miles, RHD, Manual, SRI Bodied but with Redtop 20 XE engine, Speedline 16" wheels in excellent condition, Kumho tyres all around, MoT till 27 March 2026, in good usable condition. **£7400** Lancashire Tel:07487248343

VAUXHALL CORSA 1993, 48000 miles, RHD, Manual, Long MoT, no advisories, excellent unrestored condition, factory fitted tilt and slide sunroof. Vauxhall 16" alloys, operated suspension, desirable number plate included, one of the best available. **£POA** Kent Tel:07783538001

VAUXHALL MOKKA 2014, 1 miles, RHD, Manual, 1.6 petrol, Mokka special equipment, 5 speed manual, MoT 31st August 2026, no advisories, 11 service stamps in book, HPI clear, no accidents, full Black leather heated seats, 4 good tyres. (T) **£1695** Somerset (T) Tel:07544181832

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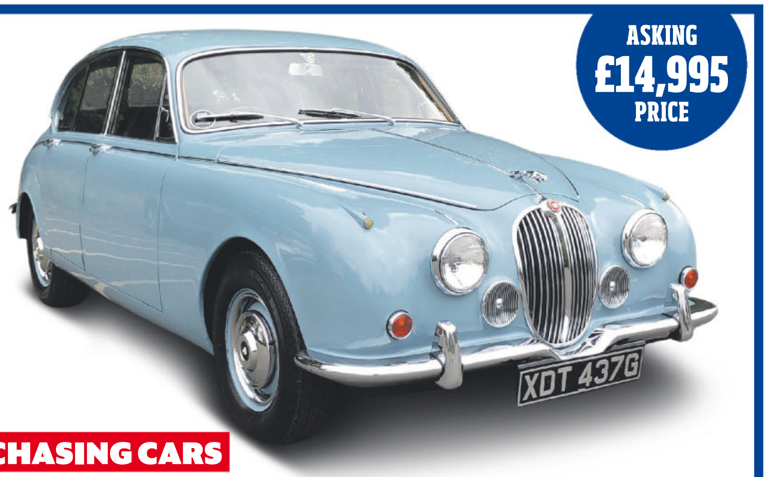

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CHASING CARS

1969 JAGUAR 240

ENGINE 2483cc/6-cyl/DOHC **POWER** 133bhp@5500rpm **TORQUE** 146lb ft@3700rpm **MAXIMUM SPEED** 106mph **0-60MPH** 12.5sec **FUEL CONS** 18-24mpg **TRANSMISSION** RWD, four-speed manual/overdrive **MOT** 12 months from sale **ODOMETER** 79,199 miles

WHAT'S IT LIKE TO DRIVE?

This XK engine is in tip-top shape with silent timing chains, barely audible camshafts and the correct hot oil pressure of around 40lb under load. The manual 'box has good synchromesh, plus the overdrive operates smoothly. Even without power assistance, on fairly new Vredestein Sprint Classic tyres, the steering is manageable and precise. The 2.4 is unfairly slated for having more a meow rather than a growl. But for those who don't want 3.8-litre speed it's more than adequate for genteel cruising.

BODYWORK CHECK

A fresh coat of Wedgwood paint was applied in 2015, but it was for purely for cosmetic reasons as the photographs in the well-filled history folder shows a sound shell. It remains so, with only shades of bubbling on the removable rear wheel spats. The original chrome stands up well with minor weathering on the bumpers, but the hub caps and wheel trims are exceptional, complementing body-coloured wheel rims.

Being a 240, the front driving lamps are deleted but it wears nice period silver-on-black registration plates.

EXTERIOR
Extremely smart, petty faults
INTERIOR
Dash aside, it's in excellent order
MECHANICALS
Sweet runner, well serviced

HOW'S THE INTERIOR?

This is one of the last of the downgraded 240/340 Mk2s, so the seats are Ambla rather than traditional leather, but compensation comes in the way of durability and the trim looks like new. New carpeting has been fitted, too. The dashboard and door cappings, which are all original, have seen better days but are by no means an eyesore; the dash could be easily reclaimable by reconditioning or replacing for around £1500, says the dealer. The headlining and door seals are excellent.

UNDER THE BONNET

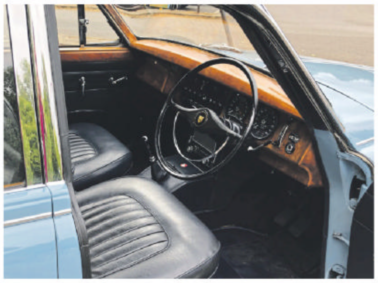
A sign of XDT 437G's originality is the untouched state of the rust-free inner wings and bulkheads. Jaguar rather slap-dash applied a layer of underseal before the top coat, which is peeling away. The service history, which includes certificates for originality, goes back to 1970 and is all neatly typed up and detailed. Apart from maintenance, there's been clutch and overdrive replacements, two cylinder head overhauls, and a new uprated brake servo, with work mostly carried out by Jaguar independents. The only MoT fail was posted in 2015 due to weak windscreen washers.

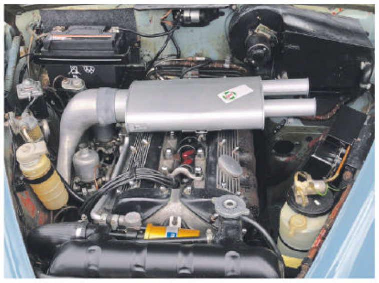
THE CCW VIEW

There's little doubt that being a later downgraded Mk2 – and a 240 at that – suppresses screen prices to the point that XDT 437G sounds like a bit of a bargain. The only real downside is the interior wood, which is desirable rather than essential to put right. However, such is this car's unstinting originality that thoughts of slotting in a 3.4 or 3.8 should be resisted at all costs.

Alan Anderson

☑ **PROS** All-round original condition
☒ **CONS** Lacks Mk2 performance


Only the dash and door cappings need TLC.


Original engine bay is best left alone.

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VAUXHALL VIVA 1973, 41245 miles, RHD, Manual, Tax and MoT exempt. Spent most of its life in a garage and never welded, recommissioned 4 years ago and been in use ever since and on TV shows. Very clean and original. New carpets, tyres, battery. **£5250** Staffordshire Tel:07754593502

VOLKSWAGEN CAMPERVAN 1972, 64865 miles, RHD, Manual, Fully restored in 2013, never used only taken for a run occasionally - the rest of the time been sat in the garage, I spent just over 15K on the restoration. **£20000** Lincolnshire Tel:07709670591

VOLKSWAGEN BEETLE 2004, 54000 miles, RHD, Manual, 2.0 litre TDi, 54,000 miles, undersealed from new, comes with brand new MoT, basically VW Golf TDi in a "miniskirt", fast and economical, been garaged for two years. Best offer, WHY? **£1500** Greater Manchester Tel:07779797295

AJS MODEL 30 1958, 1 miles, Blue/Black, matching numbers, fully refurbished 3 years ago and placed in my private collection, new wheels, tyres, exhausts, silencers, seat etc, Pazon ignition, photos available, V5C, free delivery. **£4950** North Yorkshire Tel:01723372219

ROYAL ENFIELD 250 1962, 1 miles, Immaculate condition, Red/Black paintwork, new parts include tyres, Hagon shocks, seat, speedo, ready to ride, photos and V5C available, free delivery arranged. Mileage unknown. **£2950** West Yorkshire Tel:01723372219

VOLKSWAGEN CAMPERVAN 1966, 1 miles, RHD, Manual, T2, mileage unknown, 13 window Deluxe split, sliding door model, owned 20 years, complete renovation, new old stock everything, no miles, need the room. **£19500** Leicestershire Tel:01162703965

VOLKSWAGEN CAMPERVAN 1976, 99860 miles, RHD, Manual, Type 2 Volkswagen Campervan in White over Mango Green. Strong 1600cc engine with twin carburettors, new clutch 5000 miles ago. Very solid bodywork and floor pan. Wheels and tyres VGC. **£14950** Conwy Tel:07734086768

VOLVO 480 1994, 70000 miles, RHD, Manual, 2.0, project or parts car, SORN, 12 years, good engine, gearbox, interior, sunroof etc. Major underbody rust front to rear. Complete car, collect 25 miles from Edinburgh. **£POA** Kinross-shire Tel:07801445132

BMW R100 RS 1980, 36000 miles, 4 owners from new, unrestored in good original condition, stored for last 9 years, 36K miles, New battery, needs some recommissioning. **£2500** Fife Tel:07810595950

TRIUMPH SPEED 1956, 1 miles, Pre unit, easy starter, runs and rides as it should, 12v conversion, new chain, clutch rebuilt. Matching numbers, V5c & buff log book present, not concours but far better than oily rag condition. **£5750** Norfolk Tel:07876704268

VOLKSWAGEN BEETLE 1968, 6209 miles, LHD, Manual, Full restoration approx 2011 (pics available). Solid body. Recent engine rebuild. Needs a respray due to **paint micro-blister **£6600** Staffordshire Tel:07919174894

VOLKSWAGEN CABRIOLET 1981, 119000 miles, RHD, Manual, Original car. Metallic Blue with matching hood. MoT to November 2025. Pirelli alloy wheels. Paint excellent, tyres as new, interior very good condition with radio. **£12500** London Tel:07438758085

VOLVO V70 2007, 220000 miles, RHD, Manual, 6 speed manual, six months MoT remaining, many new parts fitted, please ring for full details. **£POA** Shropshire Tel:07852164869

BSA GOLDEN FLASH 1952, 1 miles, Well presented, Plunger frame, 650cc twin. Recent new rims, Avons, 12V electrics, ready to ride, photos, V5C available, free delivery arranged, previous long term ownership. Mileage unknown. **£4950** West Yorkshire Tel:01723372219

TRIUMPH TIGER 100 1956, 1 miles, Side car outfit, completely restored, no expense spared. Mileage unknown. **£6800** Essex Tel:07852743535

VOLKSWAGEN T2 1969, 500 miles, RHD, Manual, Bay Window tin top, full body off restoration, new engine, 1641, new interior, full width rock n roll bed, Bluetooth/jack amplifier and Kenwood speakers, 2nd battery with USB/12V. **£29000** Surrey Tel:07932633447

VOLKSWAGEN GOLF 1991, 140980 miles, RHD, Manual, Original and solid classic, lots of history and owned by a true VW enthusiast, has the original extended warranty card from when it was first registered, videos and more info. **£8995** Buckinghamshire Tel:07721373666

VOLVO C70 2007, 8601 miles, RHD, Automatic, Probably the best MK2 C70 convertible in the UK today. Winter pack, and in immaculate condition. A unique opportunity to acquire the very best example. New MoT. **£12995** Kent Tel:07941404852

BSA A7 1958, 63127 miles, 500 twin, fully working, spent a lot on her over the years, excellent runner and in good condition, delivery available, V5C present. **£5499** West Yorkshire Tel:07703474600

TRIUMPH BONNEVILLE 1968, 2865 miles, Matching numbers, registered historic vehicle, Triumph owners club dating certificate, beautifully restored. Complete with original Triumph owner's manual, Triumph workshop manual. **£7500** Devon Tel:07469987385

VOLKSWAGEN BEETLE 1970, 46000 miles, RHD, Manual, Classic with reconditioned engine & new floor panel, rebuilt to chassis by Johnsons Autoworks 3 years ago. Good runner, reluctantly offered for sale. **£7000** Derbyshire Tel:07867694332

VOLKSWAGEN GOLF 1995, 1 miles, RHD, Automatic, Offers, 2 litre, automatic, MoT April 2026, no advisories, working hydraulic hood. **£1800** Buckinghamshire Tel:01296623141

WOLSELEY 14/60 1939, 64985 miles, RHD, Manual, MK111, true British classic, solid, stylish, ready to roll. Just serviced. 64,985 miles. Drives beautifully, take it home today. Selling due to age and health. A rare opportunity to own this car. **£7950** West Midlands Tel:07847175836

HONDA EXPRESS 1980, 1 miles, Barn find, 2 off, 1 runs, both V5 spares or repair, 1980 or 1982, £875 both, for more information please call. Mileage unknown. **£875** Berwickshire Tel:07870505716

TRIUMPH T140E 1979, 1 miles, Mileage unknown, loads of work to engine and cycle, some mods but original parts and many others included, a good runner and reliable, matching numbers, price ono. **£4000** South Yorkshire Tel:07788196444

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VOLKSWAGEN BEETLE 1972, 87300 miles, RHD, Manual, Owned and dry garaged forty years, no Winter use, reconditioned engine and gearbox 2009 - 1100 miles since, new clutch/brakes, new tyres, zero road tax, new MoT, please call **£6500** Kent Tel:02083010833

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WOLSELEY HORNET 1964, 60635 miles, RHD, Manual, Rebuilt from bare shell in the 80s, garaged and unused since. Lovely condition, though some TLC needed. **£5500** Monmouthshire Tel:07955170633

LAMBRETTA SX 1966, 350 miles, 200, built in 2011 by Classic Lambrettas Nottingham, Rapido 225 engine, 350 miles in last 14 years. Transferable number plate. V5 in my name. Side panels in Purple, very clean starts, runs well. **£4250** Kent Tel:01843832899

YAMAHA 80 1973, 10200 miles, YG1, immaculate, original, well loved bike, the best you will find, has the original dealer stickers on it, 2 owners from new, runs great, all original handbooks and V5, starts first kick. **£1495** Lancashire Tel:07908623649

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1974 TRIUMPH STAG Sapphire blue, blue interior, blue hood, man/o. Just undergone a full restoration build from bare shell. Petrol, manual..........**£29,995**

1959 TRIUMPH TR3A Full Body off restoration carried out in 1993 – but still looks just done condition. Very little use since.............**£36,500**

1965 JAGUAR E TYPE SERIES 1 4.2 COUPE Just rebuilt by Cleevewood Garage. This RHD Car was ordered new in 1965 as personal import and registration in UK. It was then taken to Hawaii. Car is matching numbers and will be primrose yellow with black interior – its original colour combo............**£97,000**

1994 WESTFIELD WOOD BODY. Tuned 3500 V8 with 5 speed box, very well built and very very fast car!............................. **£12,500**

2008 JAGUAR XK8 RS. BLACK, with black leather interior. 47,000 Miles. Full service history. 1of 50 Ever made. Superb condition..... **£23,500**

1973 VW T2 DEVON CAMPERVAN Last owner for 40 years, always kept in garage, large history file, superb condition ... **£16,995**

1976 MG MIDGET 1500. Built from a new shell, very clean car, would cost in excess of 20K to build **£8,495**

2007 ALFA ROMEO BRAVA 2.2 37,000 miles. Full service history, Air con, full leather **£9,995**

2000 BMW Z3 M 83000 miles, full service history, new hood, air con, full leather, last owner for 11 years **£15,995**

1961 TRIUMPH TR3A. Purchased by last owner in 1976 as a non runner in need of restoration lots of work done.................................... **£28,995**

1965 AUSTIN HEALEY 3000 – Restoration Project. UK Car, Man/o, Complete with all new parts to restore, running........................ **£26,000**

1969 MGC ROADSTER. Sold by us 20 years ago! BRG, uprated black leather seats, knock on alloys minolites, fully rebuilt engine **£23,500**

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1988 MERCEDES BENZ 190 E. 2.6 AMG, Auto, Good service history, rare car! will have new MOT and service **£3,995**

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2004 JAGUAR XK8 CONVERTIBLE. One owner from new, 4.0L, colour ultraviolet, trim cashmere leather, service history, 12,000 miles..... **£29,995**

2007/2008 AUDI S4 ESTATE, 4.2 V8. 75,000 Miles. Full service history. **£9,995**

2011 MERCEDES BENZ E250 SE CONVERTIBLE. Silver, Automatic, Petrol, 1800cc, 36,000 miles, full leather, Sat Nav, air con, cruise control **£9,995**

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1966 MERCEDES 300 SE COUPE AUTO, Bare metal resto 01/02, 2996cc, met red on black leather, beautiful throughout **£54,995**

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1968 MGC ROADSTER + O/DRIVE, black hood, red on black leather, chrome hubcaps, drives great... **£18,995**

1964 FORD CORTINA SUPER MK1, 4 door, 1498cc manual, new upholstery 2024, stunning throughout **£13,995**

1977 TRIUMPH SPITFIRE 1500, 97K miles, new hood, recent clutch, elec/ign & tyres. **£5,995**

1964 MGB ROADSTER, early pull handle with O/drive, chrome wires, correct interior piped in white **£13,995**

1978 MGB V8 ROADSTER, conversion with 4.0 Rover V8, 5 speed box and correct V8 axle. Family owned from new **£12,995**

1963 MORRIS MINI MK1, 848cc, light blue on grey, floor start & wand gearstick, lovely little car...**£13,995**

1972 MGB GT O/DRIVE, chrome bumper, refurb'd body & wheels, Vermillion red on black **£8,995**

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1948 ROVER P2 10, restored body, 72K, triple red, recon G/box, suspension & new clutch **£10,995**

1956 MORRIS MINOR SPLIT SCREEN, 803cc, 2 door, green on green, carpets & door cards like new......**£6,995**

1958 TRIUMPH TR3A, Brooklands green on black, body off resto 91/92, F/road 2187cc, beautiful car....**£24,995**

1959 AUSTIN HEALEY FROGEYE SPRITE, 948cc, older resto still stunning, triple red with black weather gear **£19,995**

1959 ROVER P4 75, last owner 19 years, green leather, engine rebuilt 2010, 74K miles, suicide rear doors. Lovely car..........**£7,995**

1961 AUSTIN CAMBRIDGE A55 FIN TAIL, Grey on light grey, refurbed wheel & new tyres, nice driving car **£6,995**

1968 TRIUMPH HERALD 1200 CONVERTIBLE, converted with T-bar brace. Blue on blue, Stow away hood **£4,995**

1968 VOLVO AMAZON 122S, 1800cc twin carb, 29K miles, meticulous history, stunning car.................**£12,995**

1971 MGB ROADSTER, chrome bumper + O/drive, recent Vermillion paint on basket weave interior, chrome rostyles, boot rack, stunning car..........**£13,995**

1971 MGB GT, Chrome bumper, chrome wires, dark red on black, S/S over sills..........**£6,995**

1975 MGB GT JUBILEE 50TH + O/DRIVE, Dark green and gold, black interior, nice car, drives well. 44K miles **£5,995**

1978 TRIUMPH SPITFIRE 1500, 200 miles in 18 yrs, Yellow on Black, hood cover & tonneau, Engine rebuilt **£7,995**

1981 TRIUMPH SPITFIRE 1500, O/D, Tan interior, Mohair hood, recent respray & new tyres....................**£8,995**

1987 AUSTIN MINI 1000 CITY E, Maroon on brown, same family since 98, genuine 70K miles, dry stored last 11 years **£7,995**

1987 MORGAN 4/4 LOWLINE, 1600cc Ford CVH, green on black, green mohair hood, 5 speed, lots of work done **£19,995**

1997 MERCEDES CLK 230 KOMPRESSOR, 58K, Silver on grey leather **£3,995**

1997 ROVER METRO SLI 1.4 AUTO, BRG on grey cloth, 4 door, S/roof, 36K miles, stamped history to 29K **£4,995**

2001 ROVER 25 1.4S, family owned & 27K from new, Met green..........**£2,995**

2003 AUDI TT 225 TURBO QUATTRO, silver on grey leather, 138K **£2,995**

2005 MERCEDES CLS 500 AUTO, Met silver on grey leather, 95K miles with 10 stamps, beautiful throughout **£5,995**

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2004 ROVER 75 V6

ENGINE 2497cc/V6/DOHC **POWER** 175bhp@6500rpm **TORQUE** 177lb ft@4500rpm **MAXIMUM SPEED** 137mph **0-60MPH** 8.8sec **FUEL CONSUMPTION** 25-33 mpg **TRANSMISSION** FWD, five-speed auto **MOT** August 2026 **ODOMETER** 69,182 miles

WHAT'S IT LIKE TO DRIVE?

This is the Rover 75 with the big engine and it really shifts. Acceleration is nothing short of astonishing but delivered smoothly via the five-speed 'box, and the kickdown works without nasty jolts and doesn't disturb the car's relaxed ambience. The power steering is astonishingly responsive and remarkably neutral. Above 4500rpm, a remarkable but subdued growl reaches the ears as you luxuriate in deeply comfortable leather seats. It was brilliant on a dual carriageway run but is just as relaxed in an urban situation. Brakes and ride are superb.

BODYWORK CHECK

Rover 75s are no stranger to rust, but we found nothing amiss. The rear subframe has survived well, and there's no corrosion on the sills on which to report. The door bottoms haven't succumbed to rot either, and all the panels are free from dents and fit as they should. The wheel arch edges are immaculate, too. The exhaust looks to be in good order. The glass areas, including the mirrors, are unmarked. Lassa Greenways tyres look new, but strangely we couldn't find an age date. The wheels are blemish-free and all the brightwork is good.

EXTERIOR
Excellent rot-free bodywork
INTERIOR
Great condition, tiny spot of seal wear
MECHANICALS
Everything seems to be in excellent order

HOW'S THE INTERIOR?

The magnificent interior has survived extremely well and is a joy to be in. The dashboard and its instrument clusters, which wouldn't look out of place on a 1940s Wolseley, look like new and everything works. The black leather seats are oh-so comfortable and in excellent condition. There's minor wear, or creasing, on the lower right side of the driver's seat but this could easily be hidden or lived with. Everything else is good. The carpets are free from wear, as is the steering wheel. The air conditioning works, too.

UNDER THE BONNET

There's a lot going on under the bonnet but it all looks good. All the fluids checked are clean, there's no evidence of damage to wiring, and all the hoses look good. The engine starts instantly and runs well. Though a complex unit, it seems to be reliable and doesn't have the head gasket problems associated with the K-Series. This car's substantial service history shows a new cambelt was fitted in 2016. In 2019 a new radiator was fitted and there was attention to the air conditioning, costing £1020.

THE CCW VIEW

This is a joyful car in excellent condition with documented mileage. Performance and comfort are superb. A bit of detailing would produce an immaculate car that's welcome at any show as well as being a great long-distance cruiser. Rover 75s are becoming a rare sight on our roads and prices of good examples are rising. We think this one is excellent value.

Nick Larkin

☑ **PROS** Great value example of desirable Rover
☒ **CONS** Not the cheapest variant to run

Cabin is in first-class order throughout.

Runs beautifully. Magnificent performance, too.

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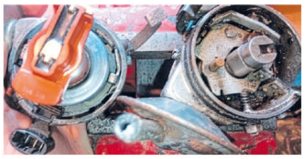
AUSTIN WESTMINSTER ENGINE G/BOX From a low mileage car. www.m25classics.com (T). **£1500** Kent (T) Tel:07702 312268



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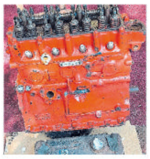
CORGI TRUCKS Tankers, AEC, MKV Leyland, Octopus, Guy Invincible, Albion artic dropside Scammell Contracto. **£36** West Midlands Tel:07786385415

4 MINI OVER RIDERS £30 the lot, please call. **£30** Suffolk Tel:07455220210



B SERIES ENGINE Free turning, almost complete, ideal for rebuilding, origin/history unknown, buyer collects. ONO. **£195** Berkshire Tel:07961138097

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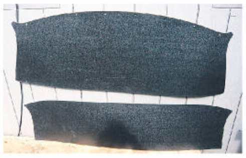
CORGI LEYLAND OCTOPUS MODEL Lad cab, girder load plus Leyland clock, T Brady of Barrow in Furness, mint/boxed, cert, incl p+p. **£33** West Midlands Tel:07786385415

DINKY AUSTIN A105 MODEL Excellent condition, including p+p. **£31** West Midlands Tel:07786385415

5 SPOT LIGHTS £75 the lot, please call. **£75** Suffolk Tel:07455220210



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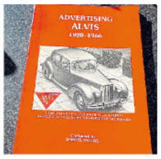

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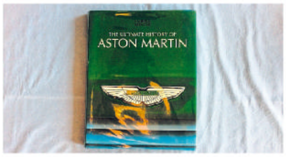

ASTON MARTIN BOOK 2003, written by Andrew Noakes, 192 pages, size 27.5 cm x 34 cm, very good used condition. **£20** Warwickshire Tel:07703029823

BMC FRONT SEAT BELT KITS Morris Minor A60 1100 BMC Kangol, bought from new, not used, new old stock. Still boxed and sealed. **£85** Essex Tel:01277500568

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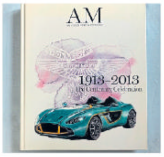

ASTON MARTIN YEARBOOK Fantastic hard-backed book, Aston Martin Centenary of 2013. Size 25.5 x 29.5 cm, 192 pages, unused. **£40** Warwickshire Tel:07703029823

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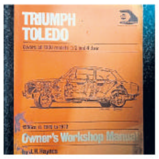

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S4D SW

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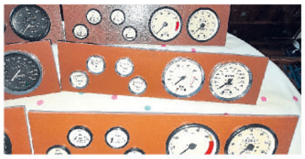

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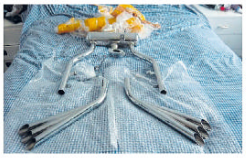

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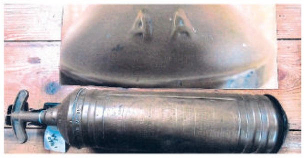

PATROLMAN FIRE EXTINGUISHER Patrolman Pyrene, with bracket brass, including P&P. **£45** London Tel:02083997541

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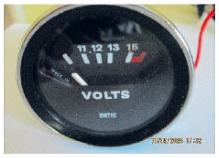

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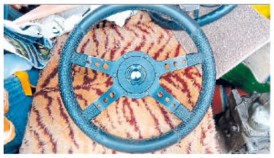

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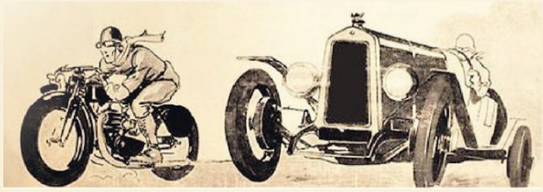

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Petrol, 2004, 57,900 mls, 6 service entries, Gearbox oil just changed July 25, Cambelt Kit May 2024 £350, Heated screen, Ford 6 Channel RDS Digital radio/CD, MOT, No advisories, 10th July 2026, Fully Anti-freezed, Always Garaged, No accidents.
PRICE £1,995

LAND ROVER TDV6 DIESEL

Land Rover TDV6 Diesel 6-Speed Manual Discovery 2007, 2 Previous Owners. No Accidents, 79,000 Mls, Service History, MOT 20th Sept 2026, Alloy Wheels, Full Cream Leather, Showroom Brochure, Cost £30,500 New. Can deliver anywhere at all. **PRICE £2,995**

98,000 miles, original literature, MoT/tax exempt, £5000 spent, engine/brakes, driven 1000 miles since. Garaged, lots of bills, can deliver.
PRICE £6,995

99,000 miles, 13 services, full MoT, dolphin grey, lots of history, showroom brochure, no dents or scratches, always garaged.
PRICE £5,995

DACIA 898CC TURBO PETROL

2015, Sandero 60 mpg, Cheap all-round, Icy cold Aircon, MOT; 6th August 2026, No Advisories, 89k Miles, 6 Services, 3 At Renault, 2 Remote keys, no accidents, Always garaged, Full bookrack, can Deliver anywhere
PRICE £1,995

JAGUAR 2.2 DIESEL X TYPE

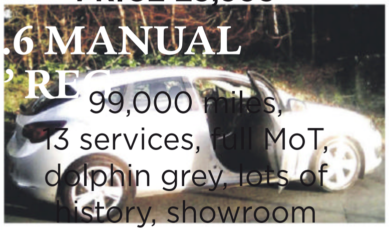
Jaguar Auto Special Equipment 2.2 Diesel X Type, 2009, 96,200 Mls, 12 Services, MOT 28.5.26, Full Cream Leather Upholstery, Optional alloys, 2 keys, Touchscreen Radio, Icy cold Zircon, Winter Anti-freezed, No accidents, Always garaged, Absolutely Stunning. Can delivery anywhere. **PRICE £2,750**

MERCEDES-BENZ 190 E 1993

121,000 miles, RHD, 1.8 petrol, automatic, K reg, May 1993, 17 services, manuals, handbooks, brochure, electric sliding sunroof, MoT April 2026, HPI clear, 4 electric windows, Bluetooth, Sony CD.
PRICE £2,995

VAUXHALL ASTRA 1.4

JAGUAR XJS 3.6 MANUAL
1988 "E" REG



2013, 6 Speed Manual, New clutch, Alloys, Electric windows, MOT March 2026,
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99,000 miles, 13 services, full MoT, dolphin grey, lots of history, showroom brochure, no dents or scratches, always garaged.
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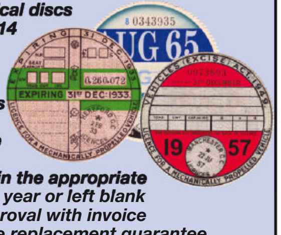

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1961 HUMBER HAWK SERIES II very sound and attractive in two tone grey, red leather interior, recent service, MOT, ignition electrics, Dynator, brakes overhaul, clutch, 5 tyres, rear shocks, running well, history **£8,750**

1962 JAGUAR MK2 3.8 MOD California car, excellent underside, imported 1990 and converted to RHD, recent light re-commissioning with fuel pump, manifold, choke and rear brakes, black Ambla interior, Webasto roof **£19,950**

1963 TRIUMPH HERALD 1200 early car in rare Renoir Blue, very good chassis and bodywork, front discs, electronic ignition, recent fuel pump and tow-bar, only 3 owners, manual and handbook, a little history ... **£4,950**

1971 TRIUMPH STAG Mk1 very sound, good paint, nice interior, running well, drove 50 miles to us, Mk2 carbs, recent clutch, gearbox overhaul, battery, rad, re-wire etc., history, handbook **£12,950**

1971 MGB ROADSTER very attractive in red, older restoration and engine rebuild, walnut dash, wire wheels, overdrive, new tyres, running well with MOT, last owner 14 years, recent history **£8,950**

1989 JAGUAR XJ-S V12 CONVERTIBLE superb in white with blue leather interior, Japanese import, low miles, very recent service, rear brakes, front brakes, shocks, steering rack, loaded, history, new MOT **£24,950**

1991 BMW 318i BAUR CONVERTIBLE very sound South African car, imported in 2010, excellent body, paint and interior, running well with MOT, service in 2023 (500 miles ago), probable low mileage, service history **£8,750**

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MAIN IMAGE Francis Frith

THE WAY WE WERE

JULY 1963

THE HOPE INN, NEWHAVEN

We're arriving at the sea in style, with the sounds of Cyril Davies and The Rhythm and Blues All-Stars blaring from the car radio. Now to find a parking space...

A jolly day at Newhaven and resting on the embankment of the West Quay Tramway is an NSU Prinz 4, which appears to be the only foreign-built car in shot.

Heading towards the Walls Ice Cream stand is an Austin A55 Cambridge MkI and a Metropolitan 1500 – the Longbridge car that 'brings Zing to British roads'.

Next, we have a pair of Victor FBs, and the saloon has the De Luxe's two-tone paint. The FB Estate was Vauxhall's second factory-built station wagon, and beside it is what looks like the nose of a 100E-series Ford and an older Luton product in the form of an L-Type Velox.

The jaunty-looking station wagon to the Vauxhall's left appears to be an estate conversion of a Fordson E04C 5cwt van. Such vehicles may have been devoid of creature comforts, but they did not attract Purchase Tax. Beside the EO4C is another L-Type Vauxhall with the six-cylinder Velox's chrome-plated bonnet flutes.

Moving to the left of the next row, an Anglia 105E De Luxe is at a right-angle to the Metropolitan and is parked alongside two more British Fords. The first is an early Prefect 100E and the second is a Zephyr Six MkI, with the lack of trafficator slots denoting a later model. The Ford partially masks a Standard Eight, and moving rightwards, we encounter an Austin A55 Cambridge Farina MkII alongside an A90 Westminster, and an E-Series Vauxhall Velox.

Heading rightwards from the Vauxhall, the rest of the line-up contains a Ford Consul MkI, a Standard 10, an Austin A40 Somerset Convertible, a Morris Minor 1000, a Prefect 100E, a Ford Zephyr MkII, a Humber Hawk and a Sunbeam Rapier.

ANDREW ROBERTS

Film historian and enthusiast of motoring culture. Blames his entire career in this last field on having seen *Carry On Cabby* in 1975.

Parked nearer the Wall's Ice Cream stand is two more Austins, an A30 and an A40 Devon, the latter masking a Morris 1100.

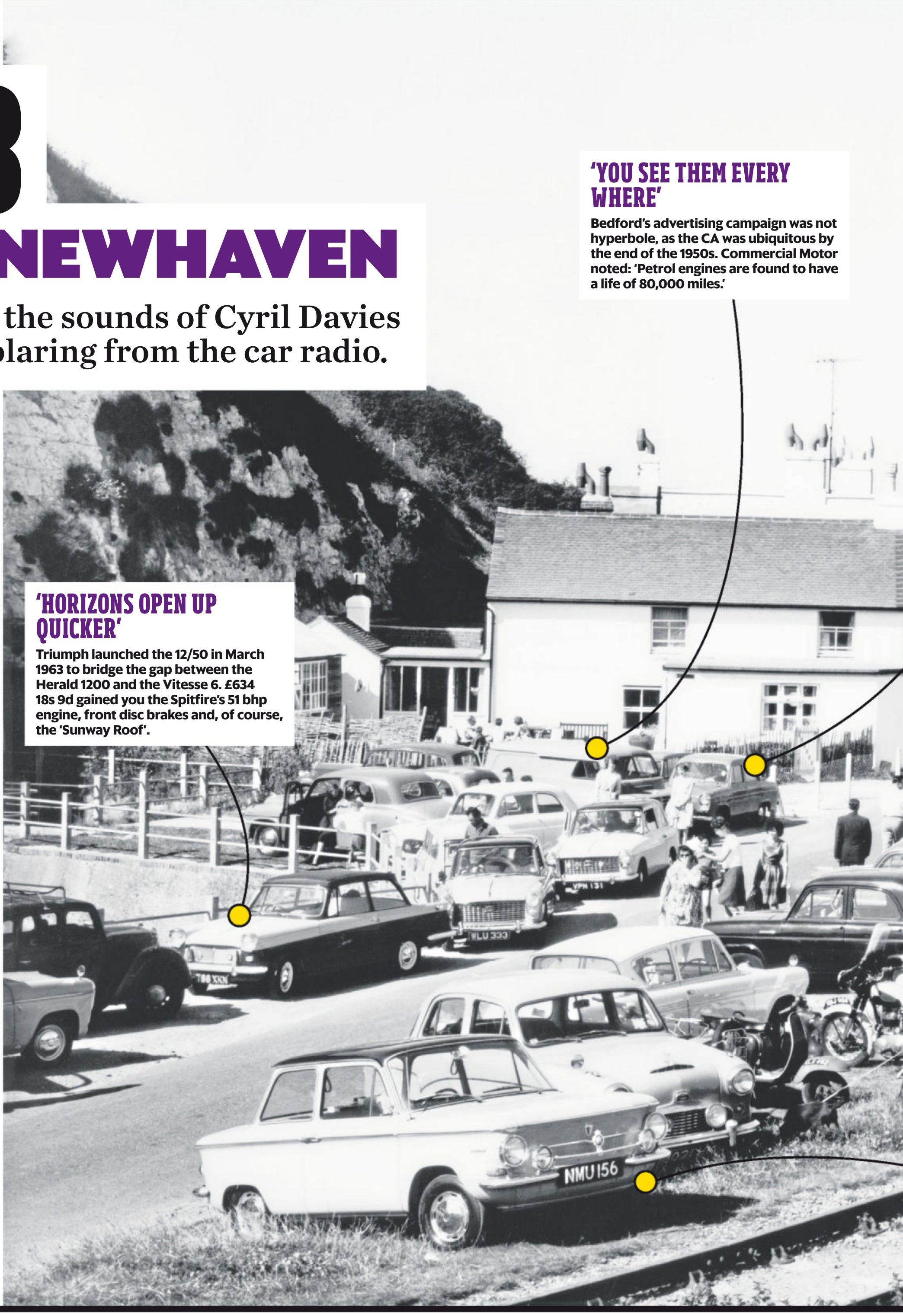
Behind the kiosk are a Morris Minor that appears to be an MM, and three Austins – a A70 Hereford and a pair of two-door A35s. Behind is a Ford Zephyr-Zodiac MkI and, at the opposite end of the Dagenham luxury spectrum, a Popular 103E, a 1939 design that lasted until 1959.

Meanwhile, another Ford, an early Escort 100E with a thick-barred grille, drives past the Hope Inn, with Peter and Barbara Hunt as your hosts.

A Mini Van and its Austin Mini Countryman/Morris Mini Traveller wait outside the Inn, and a few yards to their left is yet another Prefect 100E, and ahead of the Ford are a pair of A40 Farina De Luxes. A few inches away, a Triumph Herald 12/50 was then the only British car in its class with a fabric sunroof as standard.

The A40 Farinas appear to have blocked in a group of vehicles including another Herald, a Prefect 100E, a first-gen Bedford CA and a Popular 100E. Between the Popular and the A40 Farinas is another Mini Countryman/Traveller and behind it is a Singer Hunter.

The Hope Inn is still very much with us, although the Brickwoods Brewery is sadly no more...



'YOU SEE THEM EVERY WHERE'

Bedford's advertising campaign was not hyperbole, as the CA was ubiquitous by the end of the 1950s. Commercial Motor noted: 'Petrol engines are found to have a life of 80,000 miles.'

'HORIZONS OPEN UP QUICKER'

Triumph launched the 12/50 in March 1963 to bridge the gap between the Herald 1200 and the Vitesse 6. £634 18s 9d gained you the Spitfire's 51 bhp engine, front disc brakes and, of course, the 'Sunway Roof'.

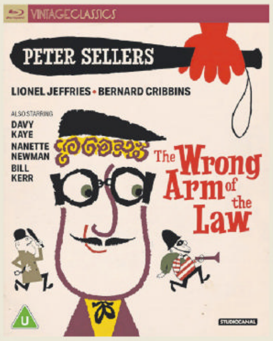
LOSE YOURSELF IN 1963

MADHOUSE ON CASTLE STREET

The BBC's *Sunday Night Play* on 13 January starred the Shakespearian actor David Warner and Bob Dylan as 'Bobby' the folk-singing Greek chorus. He performed *Blowin' in the Wind* at the end of the drama. Dylan's casting was due to the play's director, Philip Saville, who saw him perform in New York in 1962. The *Daily Telegraph* found it 'a macabre study of guilt feelings'. Alas, *The Madhouse on Castle Street* is 'missing, believed wiped.

WRONG ARM OF THE LAW

'They're working that bell to death, aren't they?', remarks Lionel Jeffries as Inspector "Nosey" Parker. However, the driver of the police Wolseley 6/90 Series 3 could do little else but sound the Winkworth gong when pursuing an Aston Martin DB4 GT. 41 DPX – owned by the film's star, Peter Sellers – arrived at Ken Rudd's Brooklands dealership in March 1961. It sold at auction in 2018 for £2.65m. Michael Caine is said to have had a bit role in this film, too.



PLEASE PLEASE ME RELEASED

It will never sell. Last year's *Love Me Do* sounded like a throwback to the skiffle era and the *Please Please Me* single (released on 22 March) was clearly a fluke hit. The front line needs a haircut and that drummer still looks a bit of a Teddy Boy, judging by the LP's sleeve picture. The group's bass player and rhythm guitarist may have co-written eight numbers for the record, but surely that role should have been left to Tin Pan Alley's finest? No, The Beatles will be another novelty, like Davy Crockett hats.

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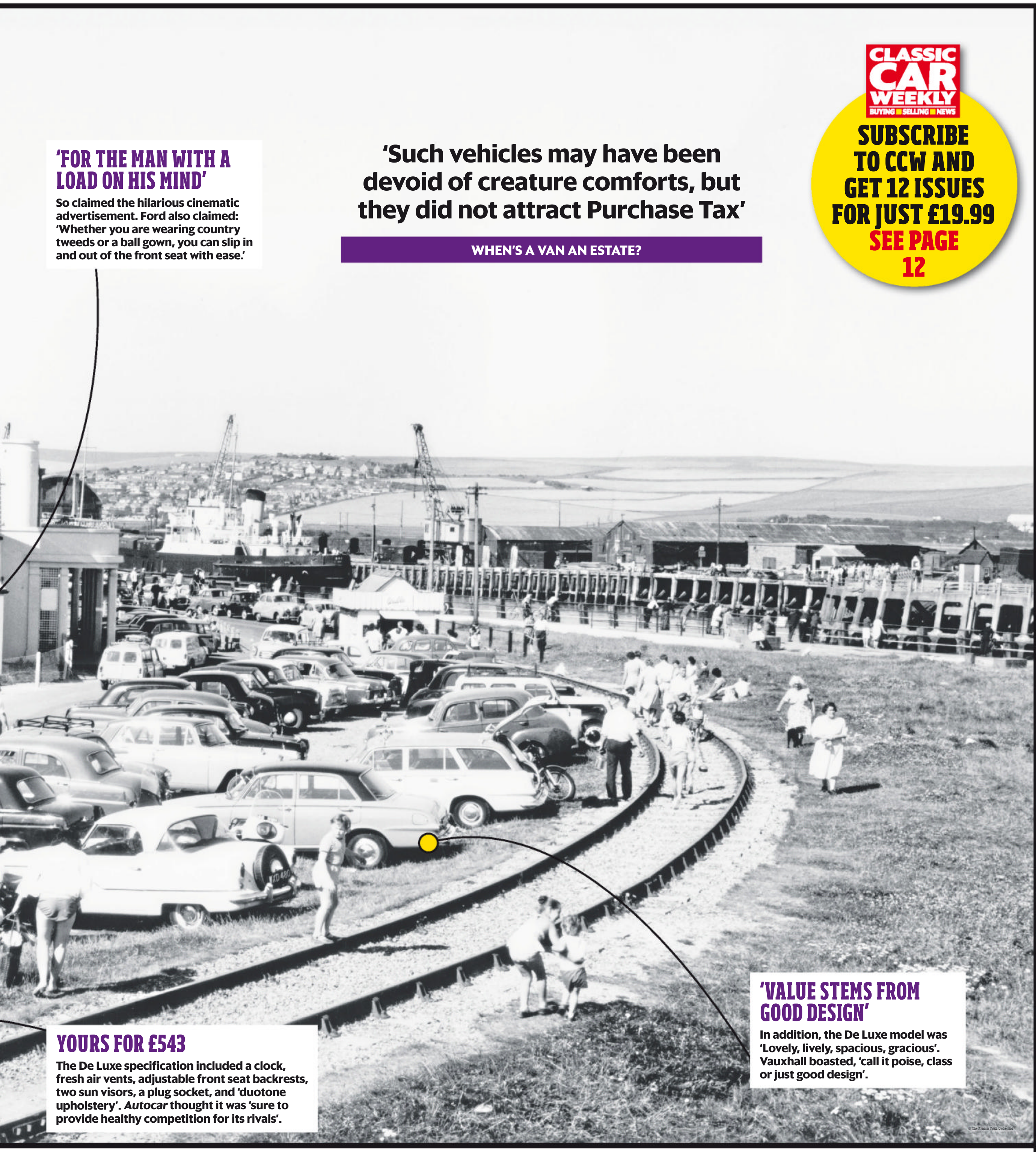

© The Francis Frith Collection

'FOR THE MAN WITH A LOAD ON HIS MIND'

So claimed the hilarious cinematic advertisement. Ford also claimed: 'Whether you are wearing country tweeds or a ball gown, you can slip in and out of the front seat with ease.'

'Such vehicles may have been devoid of creature comforts, but they did not attract Purchase Tax'

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The De Luxe specification included a clock, fresh air vents, adjustable front seat backrests, two sun visors, a plug socket, and 'duotone upholstery'. *Autocar* thought it was 'sure to provide healthy competition for its rivals'.

'VALUE STEMS FROM GOOD DESIGN'

In addition, the De Luxe model was 'Lovely, lively, spacious, gracious'. Vauxhall boasted, 'call it poise, class or just good design'.

CAR OF 1963 ROVER 2000

Rover unveiled its 2000 P6 to the press on 8 October 1963. It featured detachable panels on the structural base unit, all-disc brakes and a new 1978cc four-cylinder OHC engine with an all-synchromesh gearbox. Designer, David Bache, aimed for 'a simple classical form, devoid of all superfluous ornament'.

To further promote the 2000, Rover commissioned the PR film *Assignment P6* fronted by the splendid voice-over actor John Carson, who purred about this fine 'zippy light saloon' for 'discerning people with a bit of dash'.

The 2000 became the first Car of the Year, and *The Telegraph* praised the 'Rover Revolution' and thought the £10 million investment to be 'time and money well spent'.

The Motor observed: 'Most people probably summed it up as Italian, expensive and unattainable'.

Motor Sport mused: 'No longer do these fine cars necessarily associate themselves with elderly drivers in Panama hats'.

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